Australian MODEL RAILWAY MAGAZINE

$4.00*

APRIL 1989

Issue 155, Vol. 14. No.2

THE NORTH COAST LINE

WESTRAIL L CLASS DIESEL

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N SCALE VLDX

LOUVRE MAKING

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* Recommended Retail Price Only

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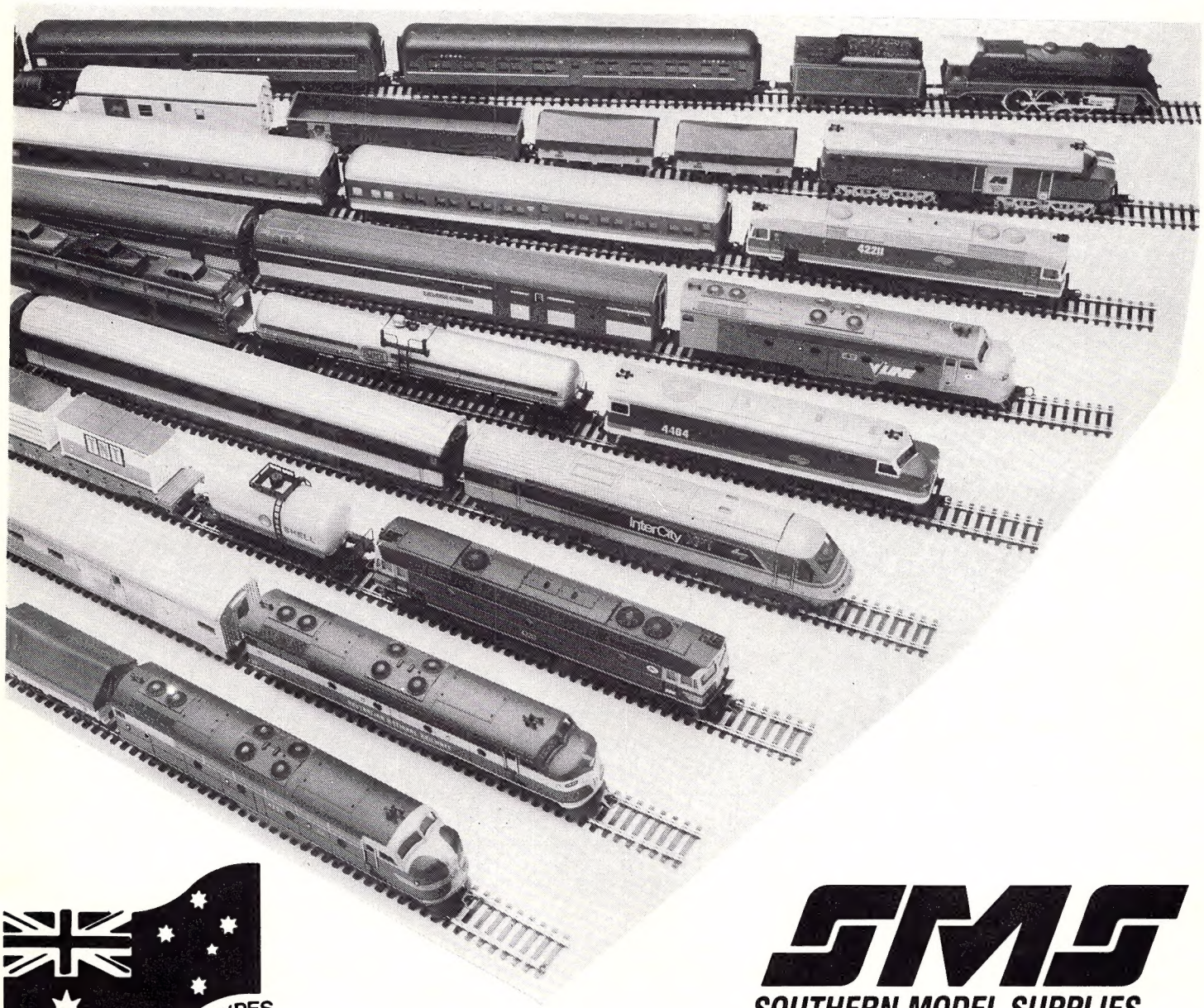

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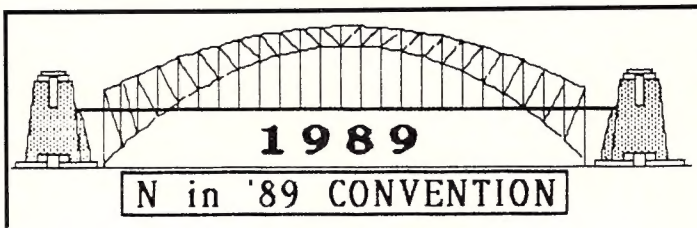

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Secretary: ..... Bob Gallagher

Membership Enquiries:
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The Annual Membership Fee for S.C.M.R.A. is $27.00 from March to February and the Joining Fee is $12.00. Applications must be received by the first of the odd month to meet our mailing list deadlines. For applications received between the 2nd September and the 2nd January the Annual Fee is $12.00 plus the ($12.00) Joining Fee (does not include October issue of A.M.R.M.).

Membership entitles you to participate in the activities of the Association, to receive A.M.R.M. and our regular news-sheet 'Booster'. Standards, Recommended Practices and Information Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals.

For further details write to the Secretary or contact the divisional representative.

Meetings are usually organised on the second Saturday of each month in New South Wales, Victoria and Queensland. For further details and location please contact the divisional representative.

Membership services include magazine binders and photocopies of articles from out of print issues of A.M.R.M. at discount prices.

DIVISIONAL REPRESENTATIVES:

New South Wales:
George Giraldi
322 Elizabeth Drive,
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Queensland
Greg Reason
M/S 525
IPSWICH. 4306
Ph. (075) 64 4516

Victoria:
David Brown
13 Prospect Street,
MT. WAVERLEY, 3149.
Ph. (03) 288 6866.

MEETINGS

New South Wales

April 8	– Running Session – Epping
May 13	– Seminar – Booking Essential
June 10	– Meadowbank Exhibition

Queensland

April 8	– Layout Construction
May 1	– Brisbane Exhibition
June 3	– Seminar

Victoria

April 10	– Scratch/Kit Building Workshops
May 8	– Scratch/Kit Building Workshops
June 12	– Scratch/Kit Building Workshops

S.C.M.R.A. SERVICE DIVISION

The Southern Cross Model Railway Association offers A.M.R.M. readers a number of services.

Photo Copies of out of print issues of A.M.R.M. are available at a cost of 20c a page plus postage. A minimum charge of $1.00 is applicable. Just check the indexes for the article you require and write to the S.C.M.R.A. Service Division, with (estimated) payment. Extra payment, if needed will be advised.

Magazine Binders for A.M.R.M. and other similar sized magazines are available in blue vinyl and are equipped with twelve wire holders. A name sheet indicating the magazine's title and volume number for insertion in the plastic pocket on the binder spine is included with each order. Each binder costs $7.00 plus a total postage charge of $2.00 anywhere in Australia.

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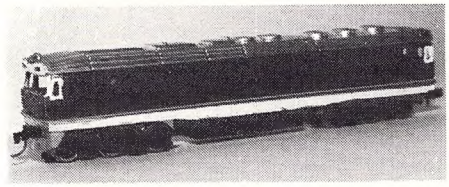
AUSTRALIAN N SCALE

NEW RELEASE



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FX Holden Sedan/Ute — 2 car pack	$5.95
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or phone (060) 21 2473

The last Pacemaker Bulletin was in 1956 and, maybe, if you want it, it too may rise again.

The only items we have for sale are L.J. Models and Sentinel's Aussie kits and a few other 1920 - 29 items.

ANOTHER DAY WITH MODEL RAILWAYS

This one day beginners' seminar, organised by the Sunshine Division of the Southern Cross Model Railway Association, will be held on Saturday the 3rd June at the Upper Brookfield Hall, Upper Brookfield.

This year it is **Back to Basics** with the construction of a small layout from a Powerline set, which has been kindly donated by Powerline Models.

The cost will be $15.00 and this will include morning and afternoon teas and lunch. To ensure everyone can get involved, and learn from the day, a limit of 40 participants has been set. So book in early and don't miss out.

To register and reserve your place, send a stamped, self-addressed envelope and your cheque/money order to:-
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Please make cheques payable to Sunshine Division, S.C.M.R.A.

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John Burgoyne, writing in the A.M.R.M., said of DJH kits
"... the finished quality is at least as high as brass."

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the C30T locomotive kit. Your choice of either saturated or superheated or extended frame superheated. Including 6 wheel tender. Powered for super smooth operation by a Portescap RG4 1219 motor/gearbox unit. This kit has RP25 profile wheels. **ALL THIS FOR $345.00**

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For Silvermaz RUB Car Set			
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LMR 06	PHS — Power Van		$4.00
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LMR 22	LYH — Guards Van	NEW	$4.00

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LMR 08	BS — 1st Class Coach		$4.00
LMR 09	BSR — Buffet/Dining Car		$4.00
LMR 10	MHO/KB — Brake/Parcel Van		$4.00
LMR 13	MHG — Guards Van	NEW	$4.00
For Lima Coaches, Vans etc			
LMR 14	MBE — 1st Class Coach	NEW	$4.00
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LMR 17	Indian — Sleeping Car	NEW	$4.00
LMR 18	Pacific/ — Dining Car	NEW	$4.00
LMR 19	Overland — 1st/2nd Class Coach	NEW	$4.00
LMR 20	Series — Power Van	NEW	$4.00

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Also available Mashima motors (16 x 26), NWSL Gearboxes, Portescap RG4 motor/gearbox. In addition Lloyd has the MJT 4901 & 4903 Portescap RGA4 1219 Gearbox conversion kits which will assist in re-motoring those small and difficult locomotives	
— MJT 4901 & 4903 conversion kits	$9.95

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For Product Description — Send SSAE. Trade Enquiries Welcome.

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SL-92XX LH 2ft radius point	13.75
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SL-95XX RH 3ft radius point	15.95
SL-96XX LH 3ft radius point	15.95
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SL-98XX Long Y point	15.95
SL-99XX 3 way point	37.95
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SL-11 Plastic rail joiners	Pkt 2.60

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AR KITS

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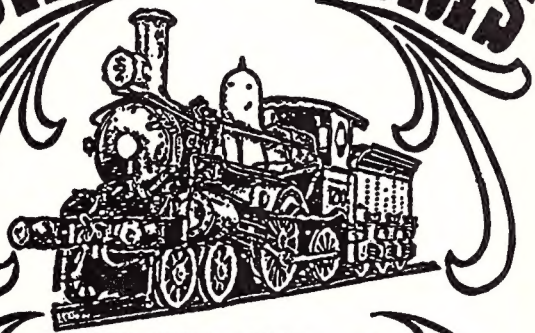

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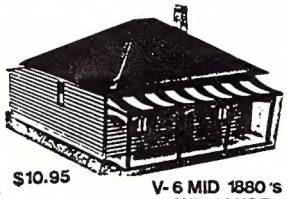

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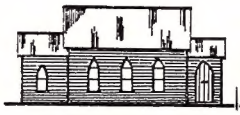

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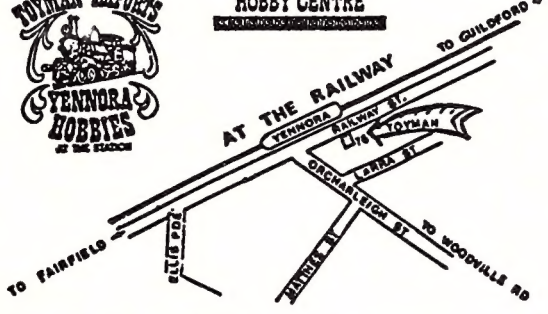

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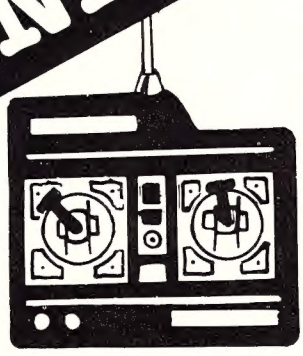

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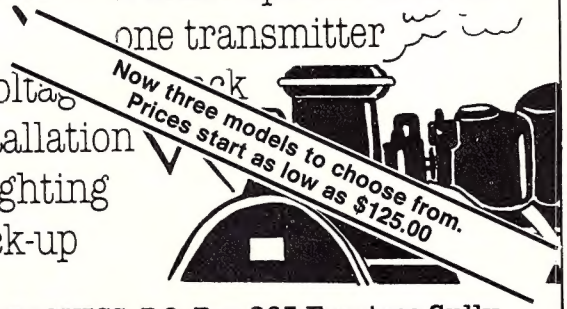

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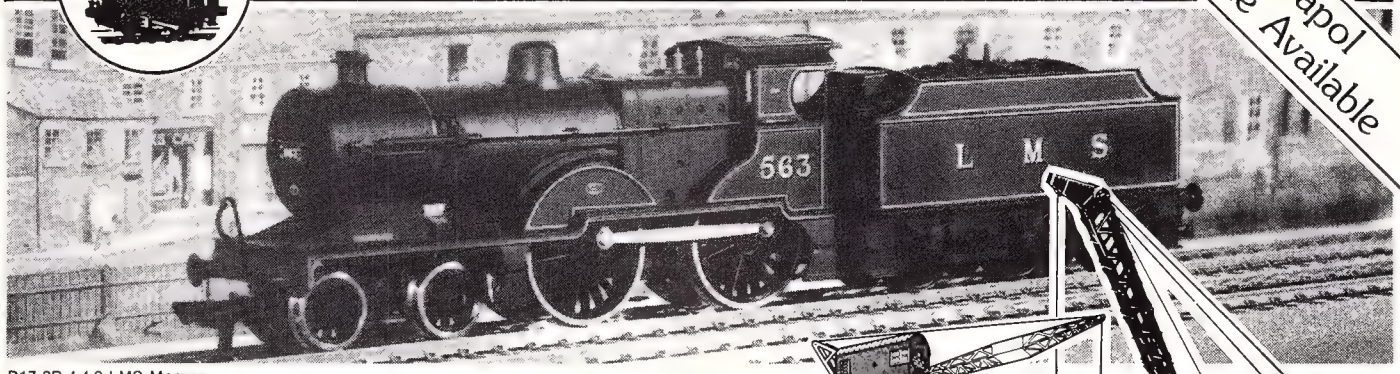
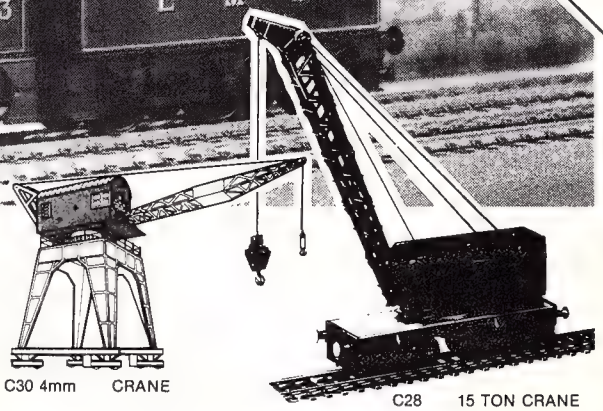


D17 2P 4-4-0 LMS Maroon



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7006	L.N.E.R. 6 Plank Open Goods Wagon	.....18.25

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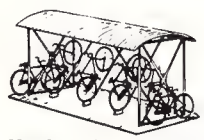
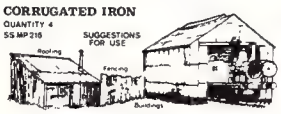


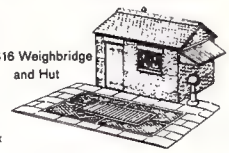
SS23 Bicycle Shed with Bicycles

SS40 Scrap Yard

SS13 Domestic Garage



SS29 Ground Level Signal Box



SS16 Weighbridge and Hut

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1103	3mm high letters & numerals
1105	5mm high letters & numerals
1106	6mm high letters & numerals
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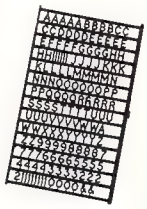
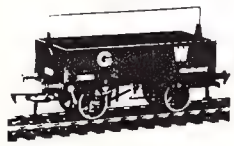
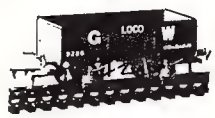


COOPER CRAFT KITS

O GAUGE KITS



3011



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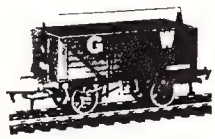

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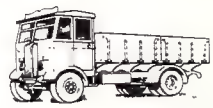
4001



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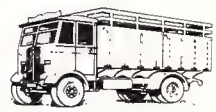

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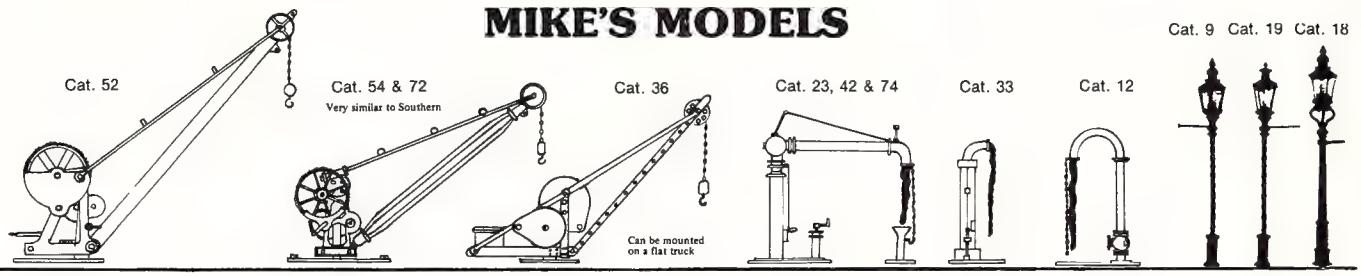

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1006	.020" x .025" Microstrip
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DIARY

EXHIBITIONS

BENDIGO — Victoria. Easter Exhibition. March 24, 25, 26, 27 1989 at TAFE College, 136 McCrae Street, Bendigo. Open 12noon-6pm (Fri.), 10am-6pm (Sat., Sun.), 10am-5pm (Mon.). Organised by Bendigo Model Railroaders.

WOLLONGONG — N.S.W. April 8 and 9, 1989 at Figtree High School, Gibsons Road, Figtree. Open 10am-6pm. Admission $2/$1/$5. Organised by the Illawarra N Gauge Model Railway Club.

MAITLAND — N.S.W. April 22, 23 1989 at Pender Place Shopping Centre, Church Street, Maitland. Admission Free. Organised by Lakeside Model Railway Club. Contact (049) 58 6775.

SUTHERLAND — N.S.W. April 22-23 1989 at Sutherland Police Citizens Youth Club, Forest Road, Sutherland. Open 10am-6pm (Sat), 10am-5pm (Sun.) Admission $2.50/$1/$6. Organised by Sydney N Scale Model Railway Club Inc. Details (02) 521-1792 AH.

SEVEN HILLS — N.S.W. April 29 and 30 1989 at the Seven Hills High School Assembly Hall, Johnson Avenue, Seven Hills. Open 10am-8pm (Sat.), 10am-6pm (Sun.). Admission $2.50/$1/$6. Organised by Western Districts Modellers Group. Details (02) 624 8865.

BRISBANE — Queensland. April 29, 30 and May 1, 1989 at the Brisbane RNA Exhibition Grounds. Open 9am-6pm (Sat.), 10am-6pm (Sun), 9am-6pm (Mon.). Organised by the Queensland Branch of the Australian Model Railway Association.

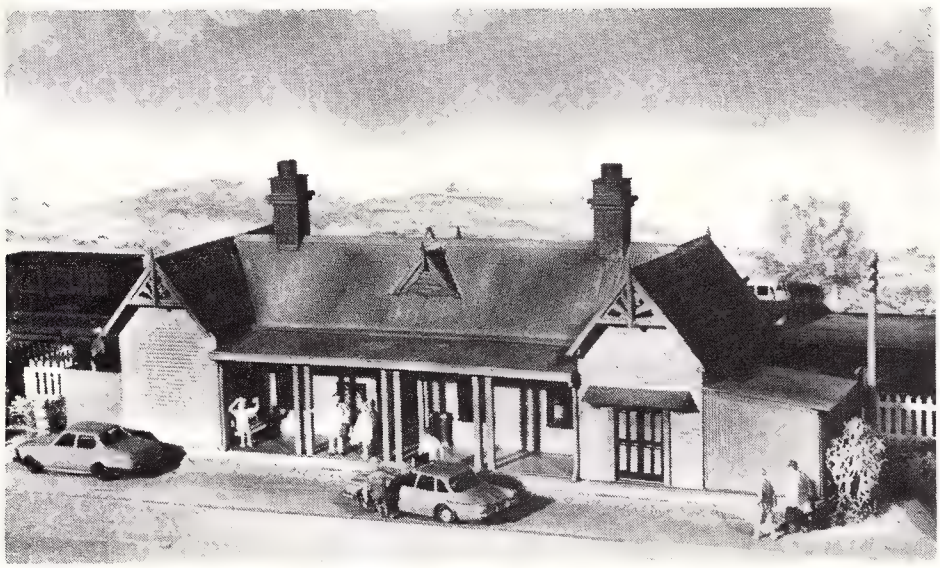
COFFS HARBOUR — N.S.W. June 10 and 11, 1989 at Coffs Harbour Civic Centre. Open 10am-6pm (Sat.), 10am-4pm (Sun.). Admission $3/$1.50/$8. In aid of the Dorrigo Steam Railway and Museum.

MEADOWBANK — N.S.W. June 10, 11, 12 1989 at Meadowbank TAFE College, Rhodes Street, West Ryde. Open 10am-5pm. Admission $3/$1/$8. Organised by the Epping Model Railway Club Inc. Details (02) 86 3522.

MORWELL — Victoria. June 10, 11, 12 1989 at Morwell High School Hall, McDonald Street, Morwell. Organised by Latrobe Valley Model Railway Association. Details (051) 22 1176.

CASTLE HILL — N.S.W. July 22, 23 1989 at Castle Hill Community Centre, Old Northern Road, Castle Hill, Open 9am-6pm (Sat.), 9am-5pm (Sun.). Admission $2.50/$1/$5. Organised by Hills Model Railway Society Inc. details (02) 634 5079.

More DIARY on page 21.



Manufacturer's alike, whether they be large or small, are always pleased when they see their products being used on a model railway layout. There is little doubt that the manufacturer of this Rails North station building kit would be extremely happy to see the finished product on Bill Mantle's HO scale North Coast Line, featured in this issue. The model has been suitably assembled on a section of timber and detailed with plant life, people and a couple of cars, including the Valiant taxi picking up a customer who has just arrived on the rail motor.

TRADE PRACTICES ACT 1974

The above act is now in force and contains strict regulation on advertising.

It is not possible for this company to ensure that advertisements which are published in this magazine comply with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisement for publication.

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Australian MODEL RAILWAY Magazine

COMMENT

By Stuart Livesey

Promoting Model Railways

What is happening to our hobby? In the era of the injection moulded 81, we are still considered to be crazy by the general public. Are you mad or are you like me and carry a piece of paper certifying your sanity?

Perhaps what I should have said is, what is not happening to our hobby? Promotion is what is not happening. The crazy label sticks to us here in Australia because we are not showing the public that our hobby should be taken seriously, and unless we do that our hobby is going to stagnate because we will not attract enough new modellers for it to grow.

Promotion has to start at the exhibition level and should not be left up to the organisers; it is each individual's responsibility. It is not enough just to bring or help operate a layout; each participant should spend time out the front of the layout talking to the visitors. Too often layout operators seem to hide behind their layouts, talking with each other and totally ignoring the public. Others seem to consider it an imposition if they have to actually run trains. This attitude only helps promote the crazy image and, if the layout operators all wear odd looking clothes, the image is reinforced.

Promotion is really quite easy because this great hobby has many positive aspects and much to offer other participants. In case you are a bit slow and need some prompting, here are three aspects we should be pushing.

Family Involvement.

This is a hobby that the whole family can enjoy. For too long we males have not encouraged our wives, girlfriends and daughters to join in. It's time to wake up to the fact that they have more to offer the hobby than supper after an operating session. My 7 year old daughter has a much steadier hand when it comes to shunting than I do. The hobby also offers more chances for father/son interaction than most other hobbies and in today's fast-paced life, any chance for time with the family should be encouraged.

Stress Management.

Stress, burn-out, rust-out etc. are all 'in' terms for what was once called a nervous breakdown and whatever experts call it today they all agree that it is on the increase. One way to avoid gaining one of those labels is to find some way of releasing the built-up pressures we collect each day. Think of how you feel after spending time running your layout or doing something else involved with the modelling side of the hobby. If you are like me you probably feel almost human after only a few minutes and that is what we can promote — a great way to unwind.

Modelling as an Art Form.

Now there are many types of artist ranging from the old masters down to the club's resident 'bull artist'. Model railways lies somewhere between the two as a legitimate art form. We may not all have the talent of Malcolm Furlow but we are artists in one way or other. A painter reproduces what he sees in the world to a painting on canvas, while we modellers reproduce what we see in the world to a painting in the form of our layouts.

So let's be proud of our efforts and actively promote them.

Happy promoting! ▪

ON THE COVER

In 1984, when the Victorian Railways were experiencing a motive power shortage, a number of interstate locomotives were leased to allow efficient operation of the standard gauge between Melbourne and Albury. In January 1984, Westrail L class L253 fitted out with V/Line radio and radio indicators worked an Albury bound freight through the small Kilmore station which has a Seymour bound DERM standing in the station road. Photograph by Jean Campbell.

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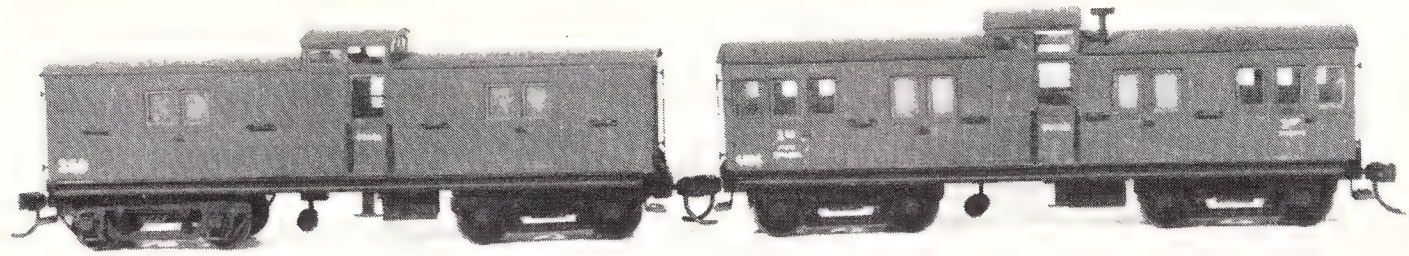
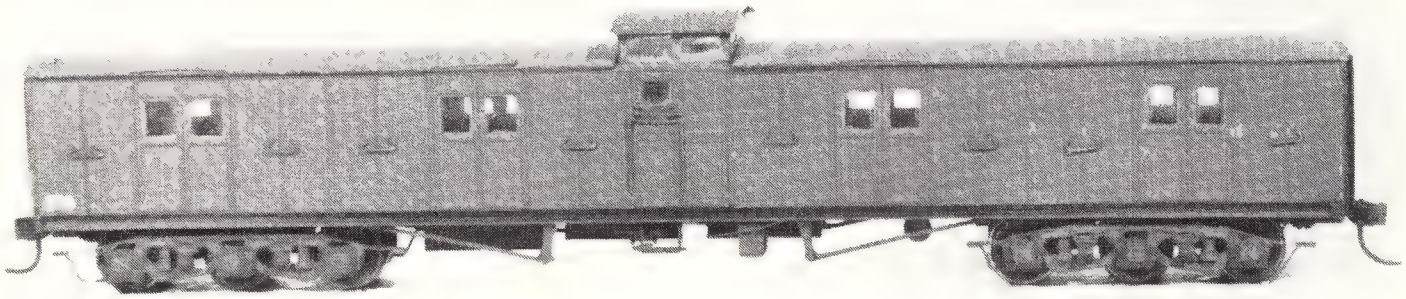
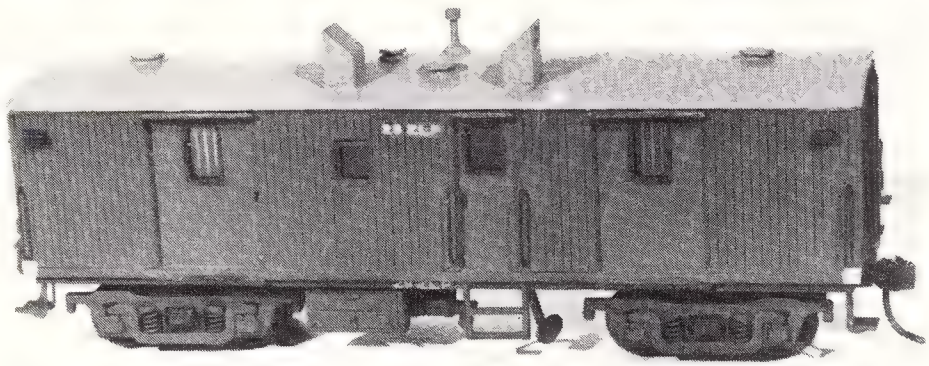
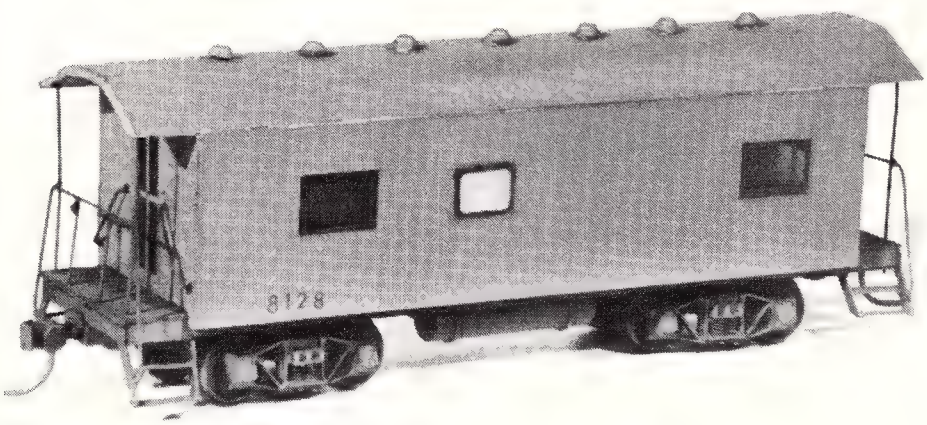
Relax With Model Railways









PAGE FOURTEEN

Kev Loughhead

Kev Loughhead's Moping Branch Railway covers a period when trains were complete and this **PAGE FOURTEEN** features the guard's vans that grace the ends of the many trains on the system.

Goods brake 389 and Composite brake 4024 at top of page are over twenty years old. They were built from card and timber and are fitted with Central Valley bogies. Both were built by Kev and are painted deep red.

The Long Tom, also illustrated above, was built by Steve Wheedon from styrene sheet and painted red.

Victorian Railways 28 ZLP was built by Kev from Northeastern timber. The periscopes are perspex while the flat roof vents are sections of punched styrene. the van is painted VR freight red.

8319 was built prior to the release of the Lima 8300 van. Bristol board, a high quality cardstock and Northeastern timber were used to build the body while Central Valley bogies were fitted. The underfloor detail was made up of dowel and Northeastern timber shapes. Kev painted the van red to match the prototype.

8128, on the left, is an employees' sleeper van. It was built from styrene sheet and has a fully detailed underbody. The roof vents are nail heads and the van is painted orange with a weathered silver roof.

Photographs by Bob Gallagher.

The Moping Branch *is an HO scale operating model railway that featured in the February 1981 issue (No.106) of A.M.R.M. and the current series of articles in issues No.147, 149, 150 and 153.*

THE NORTH COAST LINE

Bill Mantle describes his highly detailed NSWR based HO scale layout.

It is my wife's fault that I become involved in model railways! Had she not seen that advert in the paper for a second hand model railway and insisted that I go and have a look, I would never have dreamed of becoming so involved in this wonderful and fascinating hobby. Yes I am one of those very lucky modellers whose wife encourages, and assists in every possible way, even to the extent of giving me operating rights whenever I wish — well almost! I am trying to get a rack railway up the stairs, but that's another story.

After arriving home with the 6'x4' (1.8 x 1.2m) board on the roof rack of the car, we discovered that nearly everything had blown off (I thought they were permanent)! Lichen, buildings etc. had gone with the wind. I had some very good advice, fortunately, in this very early stage regarding track and points. Get rid of that so and so brand I was told, and start with Peco. Well here I was with a baseboard 1.5 x 0.9m (5'x3'), really starting from scratch. All was not lost, however. I sold all the points,

Above: *The township of Gozford, the commercial centre of the North Coast Line.*

Right: *The Railway Hotel at Dingo Creek was my first structure.*

The Station Master's residence at Dingo Creek features numerous details that give life to the layout.

The blacksmith at Dingo Creek saw the arrival of the motor car as an enterprise and quickly became the local garage catering for the legged and legless horses.

track and rollingstock and started laying Peco track and insulated points. I have continued with Peco, although now I have changed to the new Electrofrog points and am quite happy with the running quality of these.

I started with this board on trestles in the garage, the usual circle with a headshunt, and I soon tired of this. Then my dearly beloved suggested that perhaps I might be better to move into the spare room. "Praise the Lord!" This was a room approximately 4.2 x 15.2m (14'x17'). My mind was in a whirl with all that space. Well, from there I expanded in all directions until at the moment I have just about filled the whole room and now have a branchline running into the next room. This branchline was intended as a diorama. I did not have room to build it in the garage, so I was allowed to build it in the next room temporarily. When it was finished, dearly beloved said, why not fix it permanently to the wall and then you could connect it to the layout. I hadn't thought of that — not much I hadn't. So that's how I got the branchline, but I can still remove it when I wish to do some diorama photos outside.

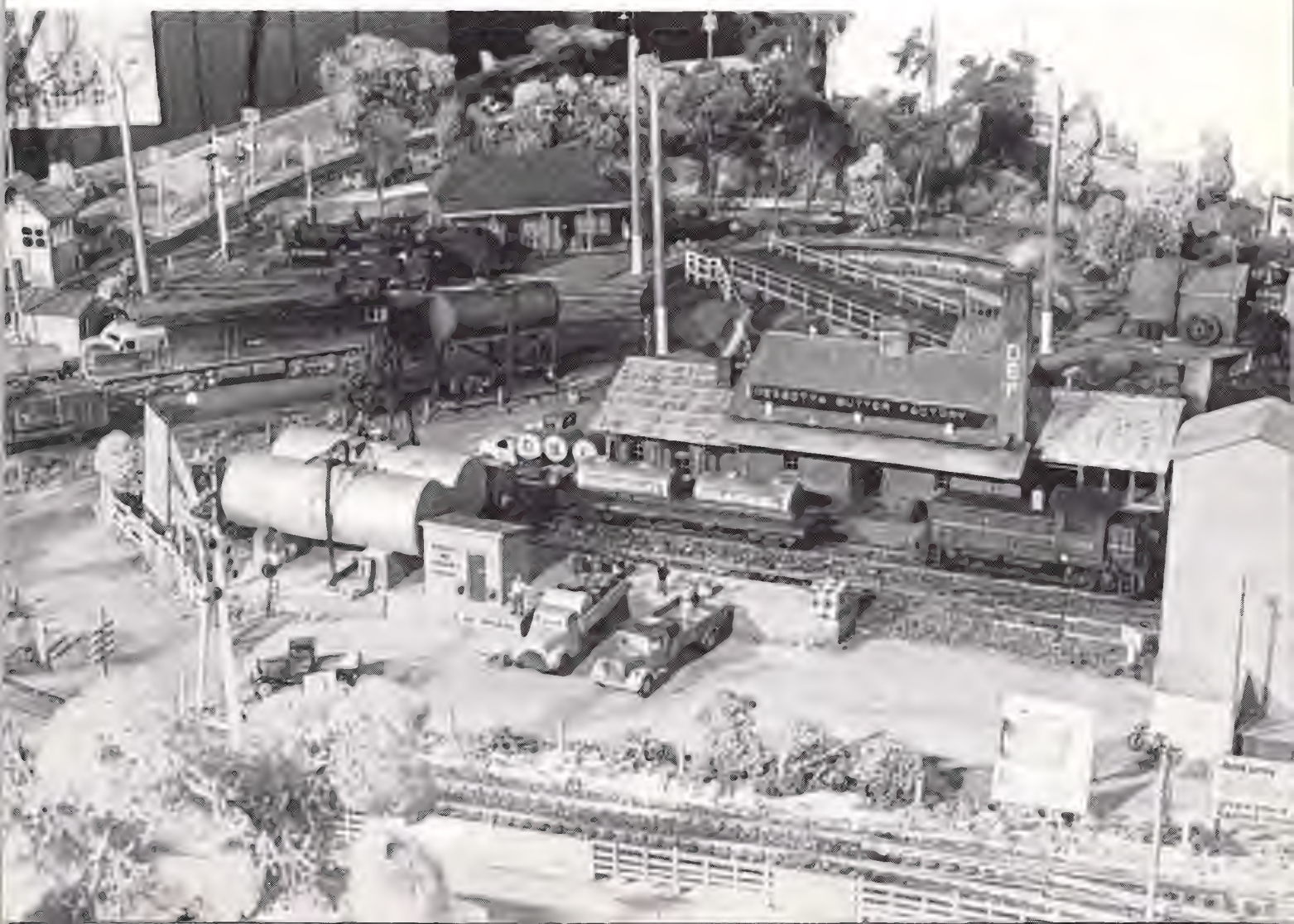
Early in the building of the layout, I decided NSWGR was for me, but Australian type buildings etc. were not available and I felt that the European and American kits did not look like dinkum Aussie shops, houses etc. So I devised a system of my own to build from cardboard. The cardboard was left over from some advertising material that I had acquired from a friend. To get a basic measurement of a building it dawned on me that a door is roughly 7' (give or take a couple of inches) and using that scale I worked out sizes in Imperial of windows and heights of buildings etc. I cannot work in millimetres (being from the old school), so the younger generation will have to forgive me. Examples of these you can see in various photos. My first effort was the Railway Hotel at Dingo Creek. Next came the old shops over the street from the Hotel.

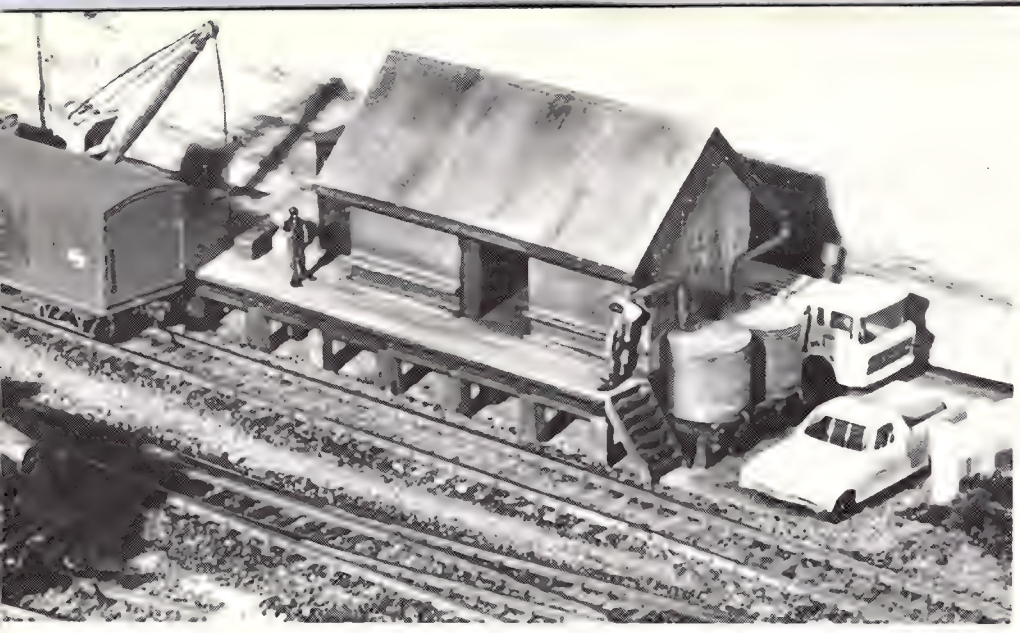
We used to go visiting friends at Gosford quite often and I thought this would be a good station to build. Using modeller's licence, I converted the Superquick kits into 'near enough' NSW station buildings with various additions and, of course, galvanised roofs. I could not call the station Gosford as someone was sure to tell me "that's not Gosford" etc., then something happened that helped me over that problem. I was doing the station name boards with Lettraset letters when I realised I didn't have enough Ss but plenty of Zs. So what else but GOZFORD. You can see I'm not just a pretty face.

The layout has four stations, the main station being GOZFORD and this is mainly a passenger station. A little to the north at NORTH GOZFORD we have full servicing facilities including a Fleischmann turntable con-

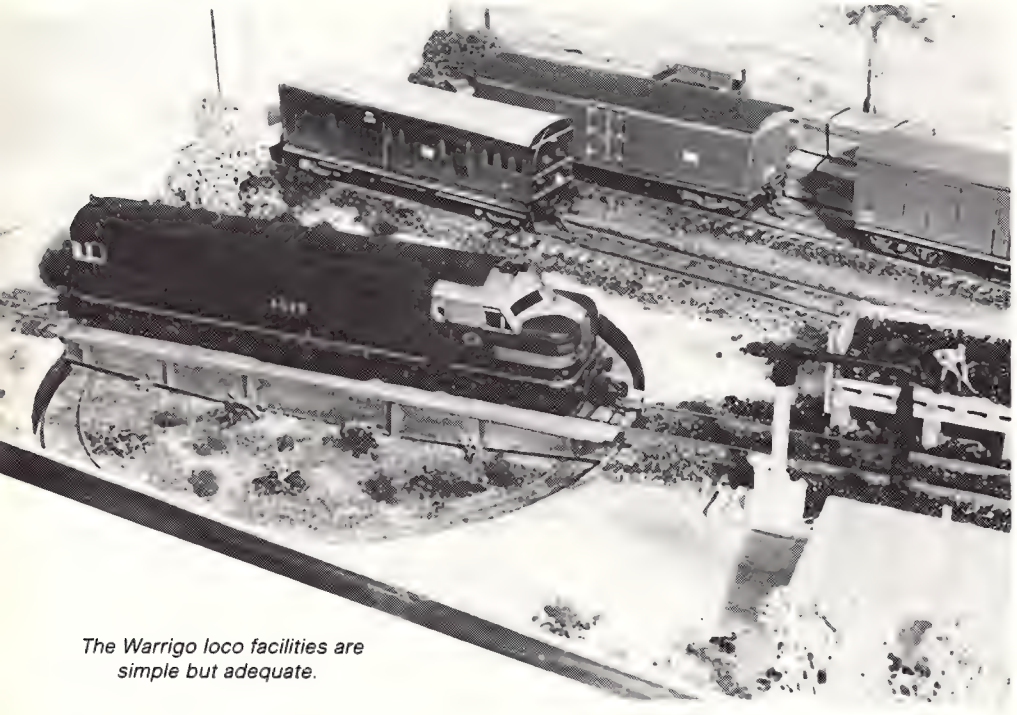
The small shopping centre at Dingo Creek has been detailed to give the complex life and realism.

The North Gosford signal box is sited adjacent to the locomotive depot while the Deebetta Butter Factory and Shell depot are grouped together with a small gain silo nearby.



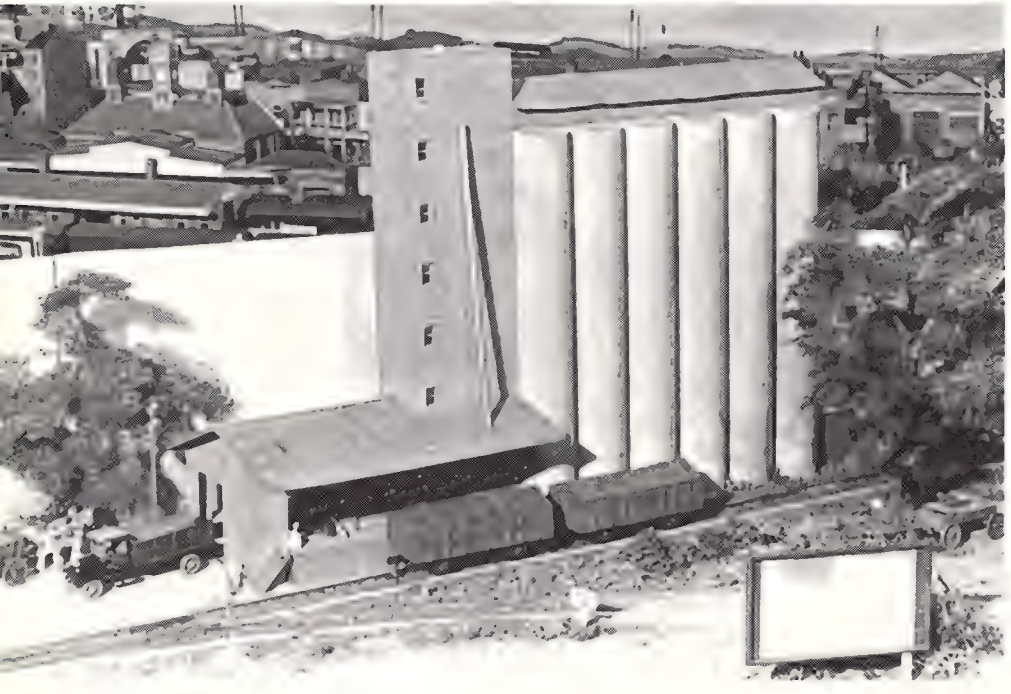


Warrigo goods shed.



The Warrigo loco facilities are simple but adequate.

The Dingo Creek grain silos.



verted to look more NSW, suitably geared to run much slower with a 5 watt resistor. All locos for the mainline are turned and serviced here. The North Gozford signal box and Deebetta Butter Factory, together with a small wheat silo and Shell depot, are grouped together. The next, which is hidden behind a double sided scenicked board, is MALFUNCTION JUNCTION. This is used as a main interchange for all freight trains and has its own controller. This allows one operator to make up and receive trains and can be quite a busy spot. It has its own turntable and fuelling facilities. DINGO CREEK is a single line crossing loop which also has a wheat silo and sheep and cattle yards. This is the type of NSW station I remember best when I was much younger. The Station Master's house and the busy goods freight shed and the small group of shops, the Church, Hotel and garage-come-blacksmith make up the complete township.

I built this area of Dingo Creek to resemble the era of 1920-30, with horse-drawn carts and wagons and T-model Fords. The local blacksmith also had the agency for Ford so he was pretty busy looking after the new horseless carriages. Also outside the general store, Hotel Corner, is the First World War Memorial and, of course, every responsible town had its horse trough. Chaff bags could refill while their owners dashed in for a quick one at the Railway Hotel or was it to get some supplies at the General Store. The latest extension is the branch line. This is very loosely built on Dorrigo (for which I have a soft spot). Well, again I could not call it Dorrigo — "It's not Dorrigo" as someone again is going to tell me, so what else but WORRIGO. This is a branchline terminal with its flour mill and potato loading bank. The station is busy, for the thrice weekly rail motor has just arrived and disgorged all its passengers. The road crossing and the signal box (again an AMRM article) indicates where the branchline joins the mainline to Dingo Creek and then Malfunction Junction. A 44 class has just turned on the turntable. Worrigo has its own controller so again another operator can receive and make up trains to return or receive from Malfunction Junction either via Gozford or Dingo Creek.

As I am pretty hopeless at the electrics I was fortunate in having a very good friend in Ken Leitch who is a whizz on wiring, so over the last few months Ken has completely rewired the layout with me as the 'gofor' and it is now operated with block controls, so that with three operators a most enjoyable evening can be spent. Prior to this the festoon of wires hanging down was a sight to behold!

Scenery

This I have found to be one of the most enjoyable parts of model railways. I have experimented with all types of materials but would think the easiest and most satisfying would be foam styrene. I give it a couple of coats of plaster over the shaped foam and while it is still drying out, give it a good coating of water colours appropriate to the type of scenery. I find water colour blends better than oils. Then to finish off using coloured Woodland Scenic ground cover, coloured sawdust or tuft seems to me to suit my style of scenery. Super detailing scenery gives that realistic look and **everything** has to be weathered — buildings, locos, rollingstock and all structures. Maybe things were new for a few days but after that everything collects dust and dirt. Visitors remark on my NSW rollingstock looking very NSW — and all agree it is because it is filthy!

Rollingstock

These have been built up over the years mainly from kits but recently I took up the challenge and made some MBCs and other stock from articles in the AMRM. When they are

The goods shed at Dingo Creek, while being small, is very busy in an operational sense. Note how the ground detail is growing from under the platform, just like the prototype.

Some of the animal life on the North Coast Line. There are sheep all over Australia and here some are joined by a duck in flight. The duck is positioned on a spike which normally blends into the colour of the scenery. However this photograph emphasises it existence.

Photography by Bob Gallagher.

A photograph that indicates the quality of the layout; reworked Lima locomotives, assembled rolling stock kits and an immense amount of detail depicting life around a railway. Here the track gang are featured along with their very typical tent in which they live when not at work on the track. In this instant they are clearing a tree off the Dingo Creek line.

All towns must have a church and a cemetery and Dingo Creek is no different.

weathered this can cover a multitude of sins. I am at present updating many freight and passenger stock with brass wheels and bearings. Some run so well I have no trouble knowing where my high and low spots are on the track.

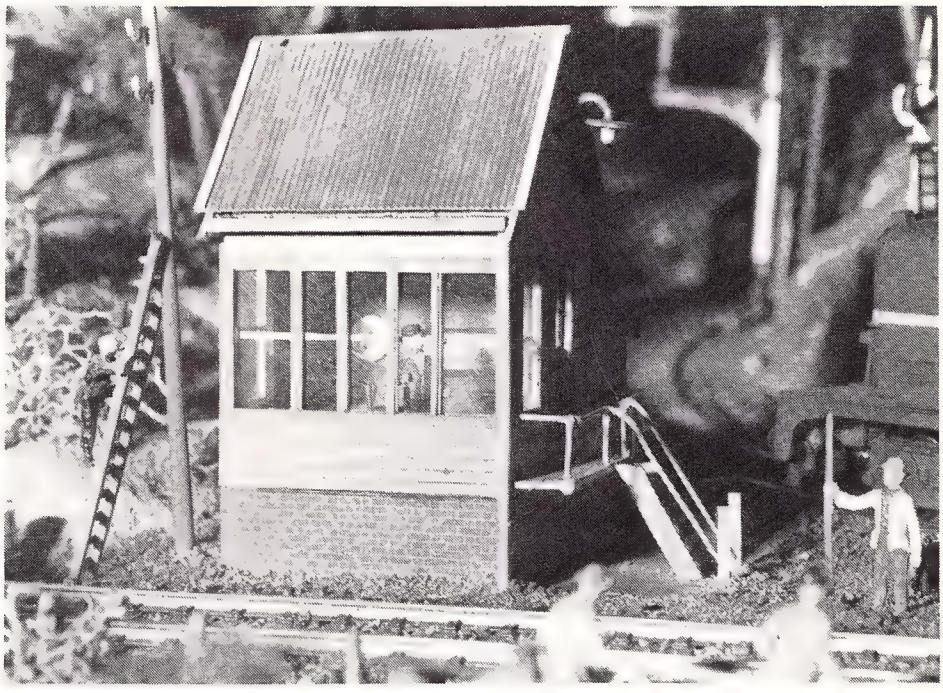
Locos

We started off with the usual Lima 38s which were OK then, but we have progressed to the stage where we have been spoilt by the latest technology, so that out of four Lima 38s, I had one which I considered good enough to streamline, and build the correct tender for, and of course it has been numbered, what else but 3801. The rest are rusting away on the shelf. The rest of the awaiting fleet are a mixture of Sentinel 20 class, brass 30Ts, 52 class, 32 class, Rivarossi converted to a 57 class, MDC to 21 class and the latest addition, the Footplate Models 32 class, which runs like a dream. Diesel locos do not turn me on like steam, but I have converted four Lima 44s using Athearn chassis from SD9s and also two by using SD24 Atlas chassis. All of these now operate at respectable speeds and are good for shunting. Also I bought two Atlas near-enough 40 class with the Kato chassis and after altering the bodies to look more like a NSW 40 class, these run superbly. One was painted tuscan, the other blue for the Royal train.

I have been in the 'game' for just on eight years now and would like to give my impressions of this hobby, Model Railways, which has given me a great deal of pleasure, satisfaction and enjoyment. I have met some of the nicest people in this hobby, both male and female, and my wife and I have made some very good friends. I have learnt skills I never thought I would be capable of. Solder, which used to be a disaster; trace short circuits, a nightmare;

assembling a loco kit; making scenery out of absolute rubbish and I have become an even greater hoarder than before. The chest expands by 6" when someone looks at a building on the layout and says "Gee, I remember we had a hotel or shop just like that in Bullamakanka". How many times has my wife asked me to fix such and such and I have done it because of a certain knowledge of tools that I have acquired from mucking about with trains. I hope I can be spared for many more years and I hope my eyes continue to find that small screw dropped on the carpet because I love this hobby and I want to continue to enjoy it and read all about it in that great magazine, AMRM. My only regrets are that this world class magazine does not come out monthly. ▪

More photographs of this colourful layout will be featured in the June 1989 issue.



The signal box at the junction of the Warrigo and Dingo Creek Lines was based on the box from Loftus Junction.

DIARY

Continued from page 12.

EXHIBITIONS

BROADMEADOW — N.S.W. August 12 and 13, 1989 at the Broadmeadow Police Youth Club. Open 10am-6pm (Sat.), 9am-5pm (Sun.). Organised by Combined Hunter Region Rail Modellers Assn, (043) 59 1690.

ADELAIDE — South Australia. October 7, 8 and 9, 1989 at Queens Wharf, Port Adelaide. Organised by combined Adelaide Model Railway Clubs. Details (08) 381 6593 or 391 0451 (7-9pm).

BRING & BUY DAY

CALOUNDRA — Queensland. April 15, 1989 at the Caloundra Arts and Crafts Centre, Golden beach, Caloundra. Bring and buy day commences at 10am. Organised by Caloundra and District Model Railway Club.

CONVENTIONS

SYDNEY — N.S.W. The Southern Cross Model Railway Association will be holding a one day seminar on May 13, 1989 at the Catholic College of Education, Albert Street, Strathfield. Cost $15.00. Send SAE for details from SCMRA Seminar, PO Box 235, Matraville, 2036.

SYDNEY — N.S.W. 1989 Australian N Scale Convention will be held at Merrylands Army Depot on May 20 & 21, 1989. Organised independent of individual clubs. Details I. Sprent, (02) 602 0716.

BRISBANE — Queensland. The Southern Cross Model Railway Association will be holding a one day seminar, Another Day With Model Railways, On June 3, 1989. Send SAE for details from Day With Model Railways, Greg Reason, M/S 525, Ipswich, 4306.

AUCKLAND — New Zealand. Waitemata 150 Easter Convention at Auckland College of Education, Epson Avenue, Epson. April 13-16, 1990. Details PO Box 29 110, Greenwoods Corner, Auckland 3, New Zealand.

The Next Issue of AMRM

Will be released on the second last Wednesday of the month preceeding the stated issue. Generally, supplies to hobby shops take three to five days to arrive.

A.M.R.M. INDEX

The index for Volume 13 of the Australian MODEL RAILWAY Magazine is available for distribution. Copies are available for the cost of a 39c stamp per index. To obtain the index, send the stamp and a stamped (55c/60c) self addressed 95mm x 225mm or larger envelope to PO Box 4, Little Bay, 2036.

CONVERTER WAGONS

by Peter Kelly

Most beginners run into trouble when they are presented with or buy equipment that is of a different make to the equipment they commenced their layout with.

The easiest way out of this problem is to make up converter wagons which have a different coupler at each end. It is an ideal way for beginners or freelancers (like me) who don't want to spend a great deal of money converting all stock to the one brand of coupler.

Even the real railways used them on narrow gauge, coal and logging equipment so you can use them with no fear of criticism from 'nit-pickers'.

Converter Techniques

1. Bogie Wagons

The easiest conversion is to buy two flatcars, one of each brand, eg Lima and Tyco/AHM.

Remove one bogie from each wagon and put on the other wagon. You will have to remove the two semi-circle brackets on the Lima bogie (around the fixing pin) to allow it to ride correctly.

By doing two wagons, you can run block trains of one brand inside these wagons (e.g. Lima) and, by reversing them, wagons of the other brand (e.g. Tyco/AHM).

2. Four Wheel Stock

Change one coupling on the van or wagon to produce the converter wagon.

Since couplings have different fittings, some height adjustment may be needed to line up the new coupling to existing wagons.

3. Carriages

Convert one coupling on the last carriage of the set or on the guard's van.

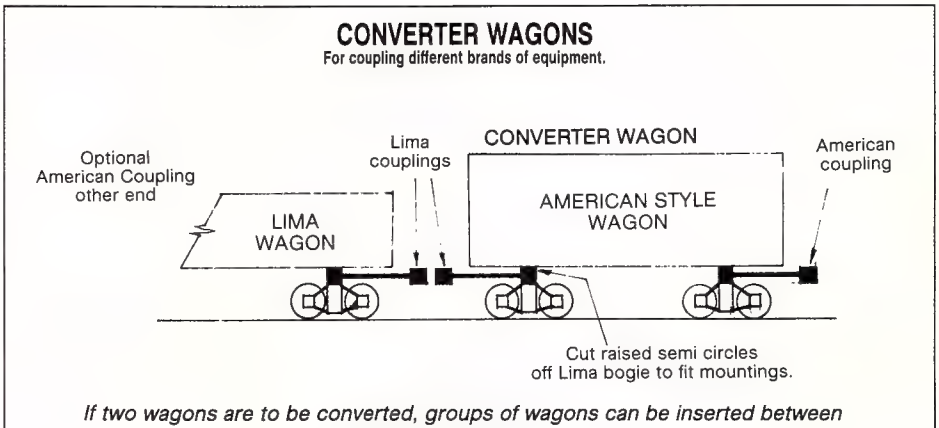
Since trains run both directions, the carriages are pulled clockwise by one brand loco and anti-clockwise by another brand loco (one loco at one end at one time, you dummy).

4. Locomotives

Convert the coupling at one end.

Once again, some height adjustment may have to be made to correctly line up the coupling with existing stock.

Provided you take care on lining up the couplings, you can run a goods train with Lima, Tyco/AHM,Kadee, British Ratio, Peco, Playcraft and Triang/Hornby at hobby shows without any worries and smile sweetly when grandparents, wife, family or mates give you a wagon with couplings that don't match what you are running. ▪

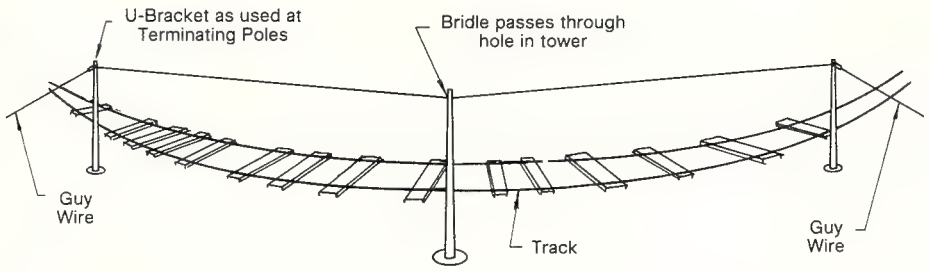


If two wagons are to be converted, groups of wagons can be inserted between converter wagons.

UNDER LIVE WIRES

ERECTING THE OVERHEAD WIRING

Ian Weickhardt continues his series detailing the construction of electrical catenary for a model railway.



Simple Bridle Arrangement

DIAGRAM 27

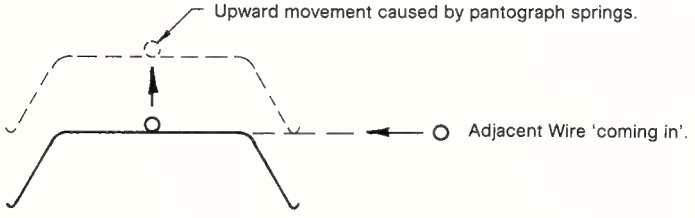
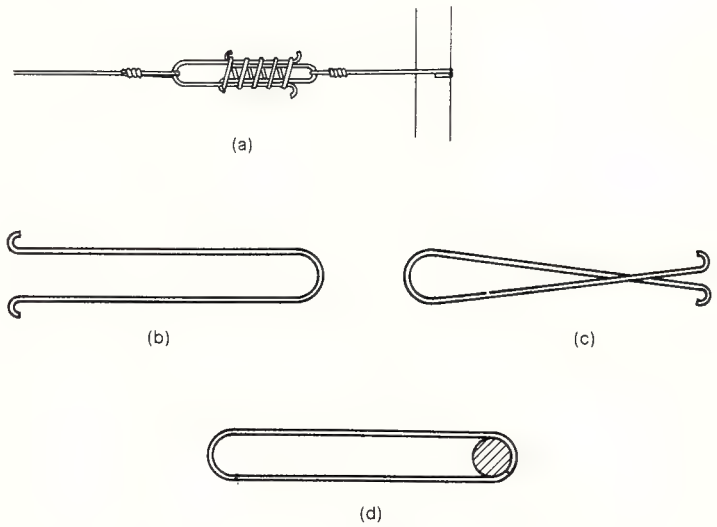


DIAGRAM 28



Shackles

DIAGRAM 29

Photo 27 *End of a bridle wire run. This picture also shows clearly the constructional details of a fabricated steel tower.*

SETTING UP THE BRIDLE RUN

The principle is shown in Diagram 27, and further illustrated in Photos 3 and 4. Because of the wire tensions present, each end of the run is guyed. The exception is where a terminating structure of massive proportions ends a run. No guy is needed at that end (Photo 27).

The wire itself is stranded steel wire. I 'imitated' this by peeling off all but two strands of a length of stranded picture-hanging wire I bought at a hardware department store. This two-strand 'cable' looks the part.

STRINGING THE OVERHEAD WIRES

There are a few practical things to organise before actually stringing the contact wire. These include:

- Planning the wire runs on paper;
- Obtaining stock of a suitable wire;
- Making up a stock of the shackles used to terminate the contact wire;
- Making up a stock of steady arms and the clips to secure the contact wire;
- Making up a simple tool for laterally positioning the wire at steady points.

In this section we explain how to do these jobs. Once they have been done, and all the necessary structures have been erected, 'stringing' of the overhead wire cobweb can commence. This consists basically of running a wire from one terminating tower or other relevant structure, to another terminating point. In between, the wire is positioned vertically and laterally by the steady arms on the intervening structures. This wire is the 'contact' wire, the one that is contacted by the pantograph bow. We will consider the 'catenary' (the upper, curved wire) later.

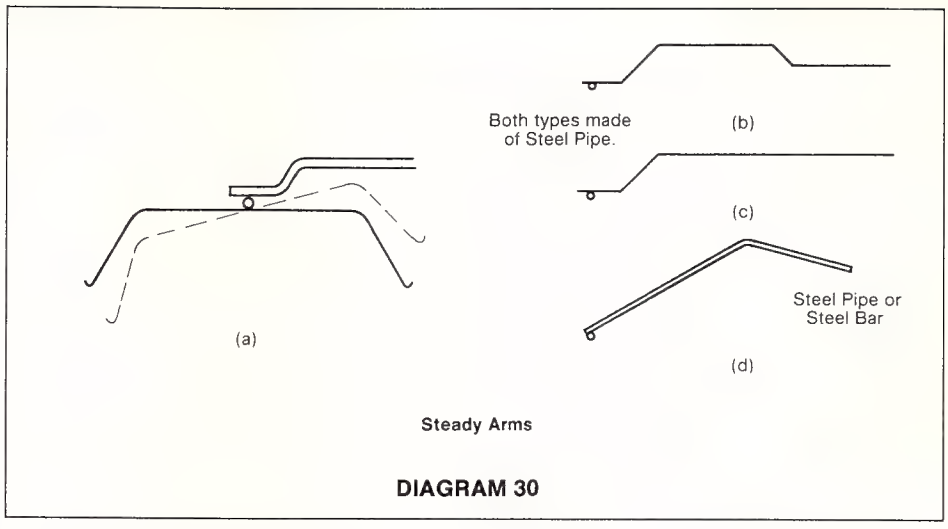
Before you pick up a piece of wire, though, pick up a pencil. On a plan of your layout, show every overhead tower that you have erected. Then, on paper, 'string' the contact wire. Use a

soft pencil such as a 2B, and a soft rubber, as you will modify your ideas as you go. Follow the principles described earlier, under the heading 'Planning the Tower Positions'. It is quite possible that you will find that you have to put in another tower or two. Never mind, it happens to all of us.

Some readers will have realised by now that we have shown contact wires as never crossing. They come in towards each other, and maybe run parallel for a distance, but then veer away laterally. Such a wire configuration is called a 'knuckle'. This is the way it was originally done on the Melbourne electrification, and it is the way we have done all our model overhead. As some will know, there are now many prototype situations where wires DO cross each other. I have stood many times at the south end of Spencer Street Station's Platform 10 and watched pantograph performance at a nearby wire crossing. Train after train rolls in from Flinders Street and the pantograph bows negotiate the crossing with barely a quiver. There is another fascinatingly blatant example at the Melbourne end of East Richmond, where two crossovers are each wired with a piece of wire stretched between two posts. Something in me says that it shouldn't work — that there ought to be a monumental ripping down of wires and pantographs. But there's not. The 'crossed-over' technique has been used for some years in the USA and Europe. The VR introduced it to the network in a small way at first. I first knew of it at Franklin Street Junction (north of Spencer Street) and in the sidings at Bayswater.

Its great advantage is that it provides independence for every wire run; very few wire runs depend on others. Therefore, in an accident, less wire gets torn down.

So far, we haven't tried wire crossings on our layouts. We have had the occasional snagging of pantographs from the 'knuckle' technique that we already follow, so are a little cautious about trying the crossed-wire approach. Nevertheless, it works well on the prototype. Apparently it works for some modellers, at least in O scale. Bob Hegge, an American with a long history of successful overhead construction and operation, wrote up his overhead wiring techniques in the October 1973 Model Railroader. He uses the 'crossed-wire' technique and claims many years of trouble-free running. If you want to try using crossed wires, follow his technique and follow it to the letter. Otherwise, don't design crossed contact wires into your layout.



Steady Arms

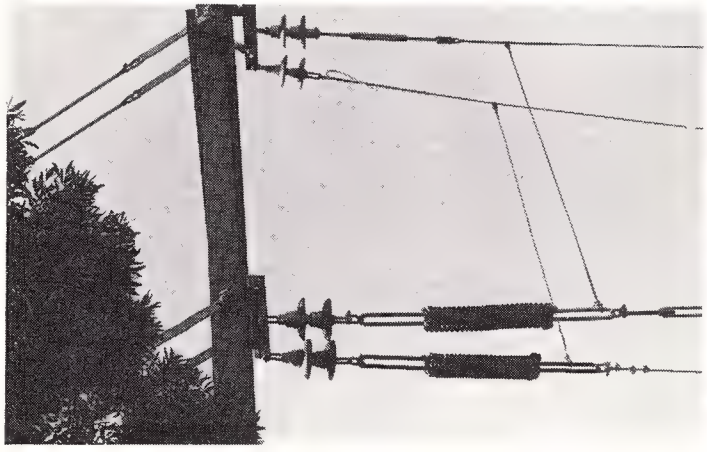
DIAGRAM 30

The size of the wire used for the contact wire must be somewhat overscale, since the prototype is about half a square centimetre in cross-sectional area. In O scale, this means using wire as small as 31 SWG. In HO, the scale size would make it almost impossible to work with, let alone carry traction current. Our experience with O scale is with 21 SWG copper wire, the kind you get by unravelling seven-stranded bare 'earth wire' cable. This cable is used for 'earthing' in house wiring. It is available at electricians' supply stores. Before there are shrieks of "It won't work, because . . .", I have to say IT DOES WORK! and we've had it working successfully for decades. We know that phosphor-bronze wire of a more 'scale' size is used by some, but it is more expensive.

As we have to support and tighten this overscale wire so that it will not 'give' too much to the upward pressure of a pantograph, we have to use overscale tensions. It must be emphasised that at places where wires slide on and off the bows, a minimum of upward 'give' is of paramount importance to smooth running and trouble-free operation. Obviously, if a wire gives upwardly, the pantograph rises with the wire, and its 'horns' risk fouling an adjacent wire coming in (Diagram 28). The wire tension required to achieve this minimal upward give is the reason why the towers have to be robust and robustly secured. The rigging of the wires also has to be robust, which explains the techniques about to be described.

The Tensioning Shackles

The tension required for 21 SWG wire is 3kg. This can be produced by either of the prototype methods — i.e. either by weights or by compression springs. For modelling, springs are far more satisfactory, as less rigging is required at tensioning points. The springs are 6mm or so in diameter, and about 35mm long. They are made from wire no thicker than 26 SWG. Look up 'Springs' in the Yellow Pages phone book to find out who can supply you. The spring size is not overly critical — it just needs to be a spring that will do the job. The spring has to be assembled into a shackle, as shown in Diagram 29(a). The shackle consists



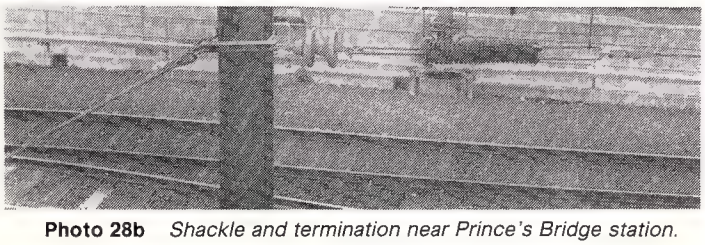


Photo 28b *Shackle and termination near Prince's Bridge station.*

Photo 29 *Four runs starting from a guyed portal structure.*

of two pieces, made as shown in Diagram 29(b). These are made from 18 or 20 SWG steel or phosphor-bronze wire. Assembling them into the spring, and getting their ends out so that you can secure the contact wire and the tower connection, is a bit tricky. I use a couple of pieces of stiff wire with hooked ends to fish the ends out, and hold them out with a couple of pieces of scrap wire. It's a good idea to make a dozen or so shackles at once, and store them in a box until you are doing some wire runs. Photos 28 and 29 show typical shackles, with two types of anchorage.

The shackles must be attached strongly to the relevant structure. A recommended method is to use a shackle member bent over itself, as shown in Diagram 29(c), and sprung carefully open and slipped over the mast to be secured as shown in 29(d). Using a soft wire held in place with solder is a waste of time. Don't rely on solder for mechanical strength at any point where there is stress on the solder. It will eventually give way.

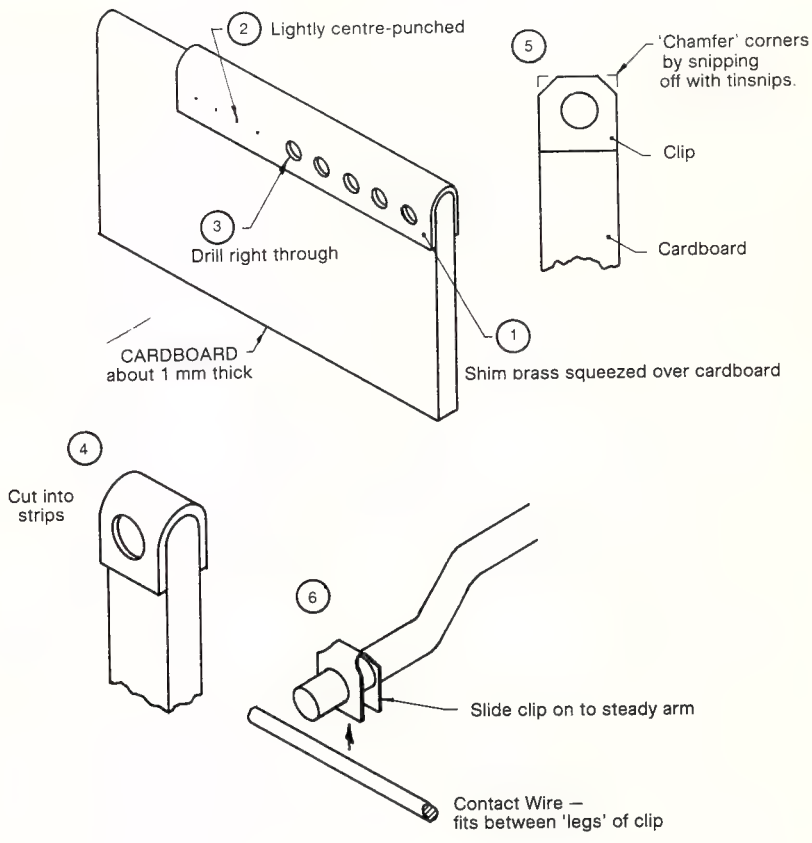
Steady Arms

These arms are made from hard brass wire or phosphor-bronze wire of 28 to 22 SWG. I found some coils of suitable phosphor-bronze wire at a local hardware shop one day. The shopkeeper had it in stock because people bought it — no other reason. Life's full of pleasant surprises. It's a good idea to make up a few of these in one run, making them a little longer than necessary so that they can be tailored to fit their location. They must always be made to provide a bow clearance, so that when the pantograph is following a sideways roll of the vehicle, the bow does not catch on the steady arm (see Diagram 30(a). The two common Victorian steady arm styles are shown in Diagram 30(b) and (c). The NSW and recent Victorian style is shown in Diagram 30(d).

Clips for Attachment of Contact Wire

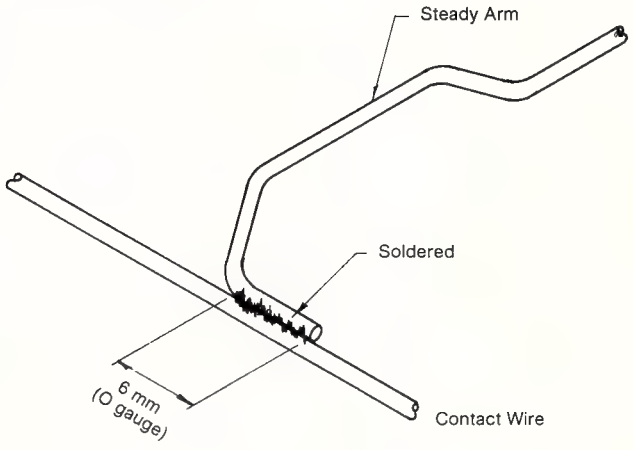
The contact wire is best secured to the steady arm by a clip that adds some strength to the soldered connection that is usually made. They are fiddly enough in O scale — they will be more so in HO — but they provide both a strong connection and a fair prototypical appearance. Diagram 31 shows the manufacture of these clips. I make mine from scraps of shim (very thin) brass sheet. I cut it into strips 30mm long and about 5mm wide. I then grasp the piece longwise in a pair of longnose pliers, and fold it over at right-angles along its length. It can then be squeezed closed along the edge of a piece of cardboard, so that it forms a very narrow 'U' shaped channel along the cardboard. It is then drilled as shown,after lightly centre punching the location of each hole. Choose a drill just large enough to allow a piece of steady arm wire to slide in; better a trifle larger than smaller. The drill is so small that you will need a power drill running at high speed, and preferably in a drill press. After drilling, cut them up, cardboard and all. Holding each carefully in a pair of pliers, cut the chamfers on the two top corners. This enhances their appearance. Next, carefully ease out the piece of card from inside each clip. Wives are very good at this latter delicate operation, and usually don't verbalise as savagely when a clip sproings off into the wild blue yonder. Make lots and lots of these clips. It is very frustrating to be halfway along a wiring run and then run out of clips.

These clips are the result of much pondering and experimentation with wire securing methods, and subsequent discussion between Geoff and me. We both like their appearance on the finished overhead, but even more the ease of attaching contact wires securely to steady arms. My wife Wilma finds something bordering on the ludicrous in a grown man rhapsodising over the combination of utility and elegance represented by this tiny, insignificant fitting. That's HER opinion, not mine!



Clips for Attachment of Contact Wire to Steady Arm.

DIAGRAM 31



Alternative Method to Secure Contact Wire to Steady Arm

DIAGRAM 32

For the smaller scales, however, Diagram 32 shows a simpler and probably more practicable way to hold the contact wire to steady arms.

Imitation Insulators

Overhead fittings are electrically isolated from towers, wires, etc. by various kinds of insulators. The disc type are the easiest to make. See Diagram 33. The required sequins and small beads with holes through the middle are obtainable at haberdashery shops and craft shops, and perhaps in Mother's sewing basket. Steady arms usually have one disc insulator; the catenary is usually suspended on a 'string' of two. Where HT lines are carried, they also hang from a string of two. Older Victorian catenary uses another, quite different type of insulator both for steady arms and for catenary (see Photos 30 and 38). This is not hard to model; it merely needs to be a piece of wire formed after the appropriate size and number of beads have been slipped on. Beware, though; models of these old-style insulators

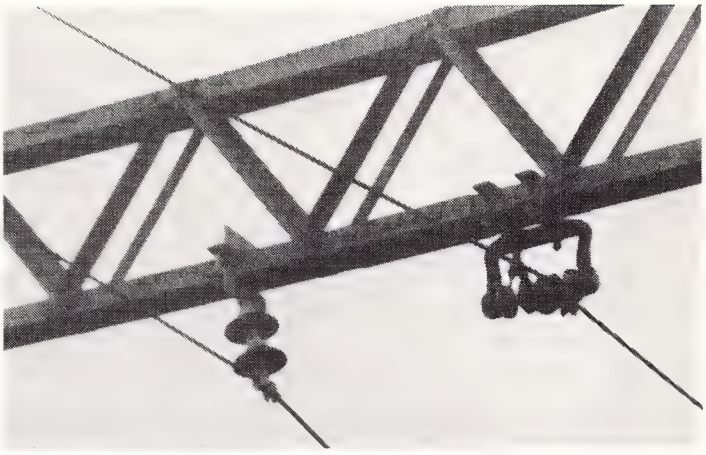


Photo 30 *New and old catenary insulators side-by-side at Ringwood.*

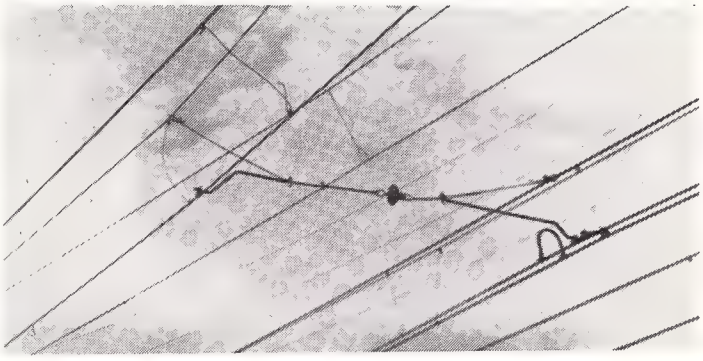


Photo 31 *A bridle wire locating two contact wires. The bridle is the thick wire to the right of the left-hand contact wire.*

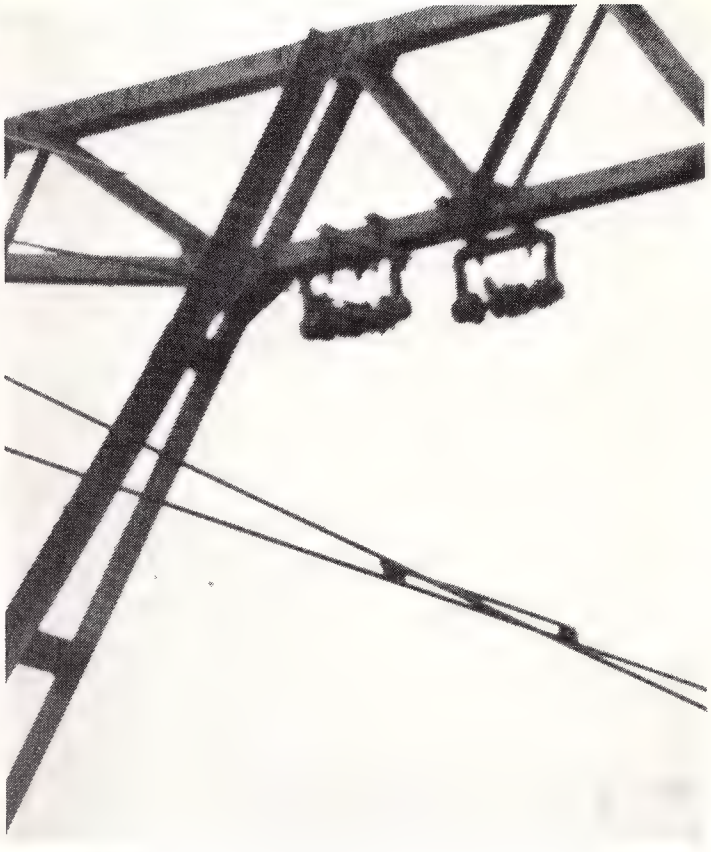


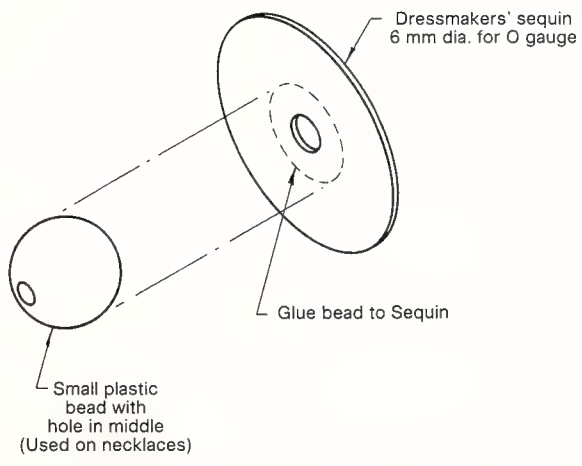
Photo 32 *Crossed contact wires. The bridge piece over the upper wire is only to prevent it rising. It is NOT a clamp.*

do not provide secure support for steady arms. If used there, they can only be a decorative overlay.

The Overhead Locator Tool

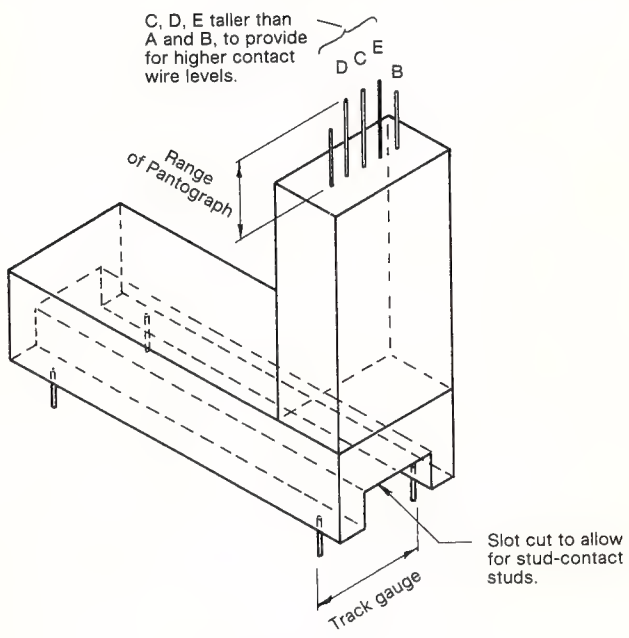
It is essential that the contact wire be positioned by each steady arm so that the pantograph bow is always safely under the wire. I use another homemade device to help with this — an Overhead Locator. It is shown in Diagram 34. It consists of two pieces of wood and a few nails. The top of the vertical piece must, when the locator is sitting on the track, be at the minimum wire height for your layout. Try it under all your bridges before inserting nails A to E. There has to be a 10mm clearance (in O scale) between the locator and the bottom of the bridge. Raising bridges to provide wire clearance is nothing new to prototype systems, nor to some modellers.

The nails into each end of the underside of the locator must be at exactly the track gauge distance from each other. This ensures a snug fit on the track. The base piece has to be long enough to have a hefty weight sitting on it. When it is in use, this tool is held in position by the weight; in my O scale work, I use a half-brick (truly!). This prevents the tool being tipped sideways by the sideways pull of a contact wire that it is being used to position. The nails in the top are positioned according to Diagram 1. The most important nail is the C nail. It must be at the centre. Also, it needs to be a thick nail — about 3mm diameter. The reason for this is given later. To check on the centrality of nail C, sit the tool on a piece of track, and position a block of wood alongside it. This block is to be slightly taller than the tool. Hold a ruler on top of the block, so that



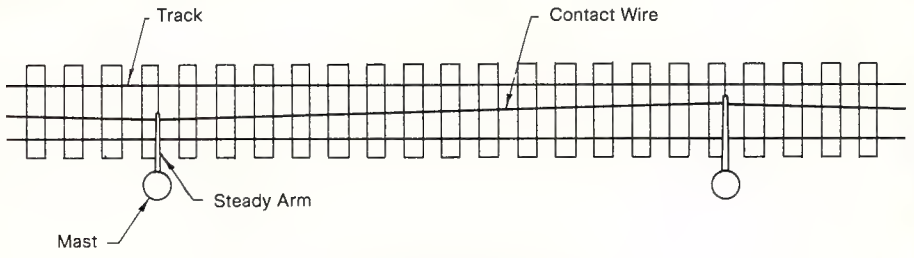
'Disc Insulator' for Overhead Wiring

DIAGRAM 33



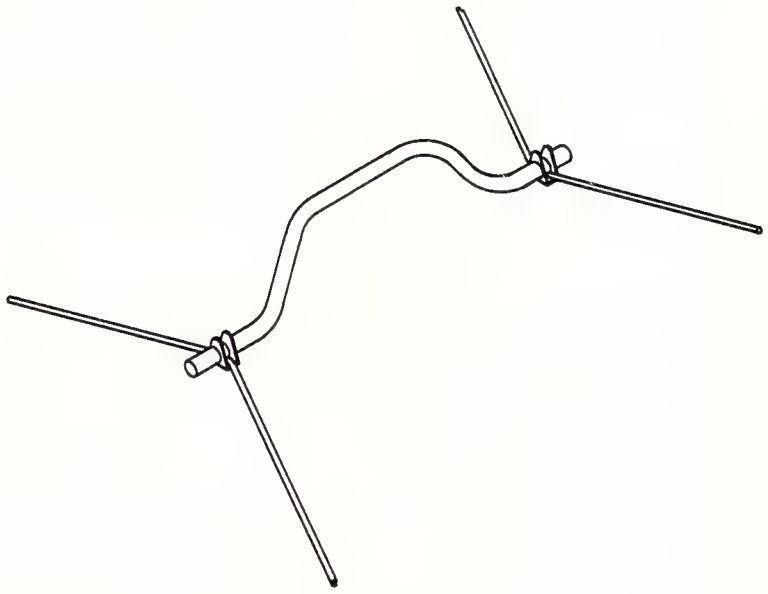
Overhead Locator

DIAGRAM 34



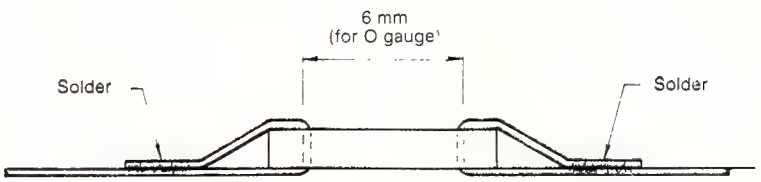
Staggered Overhead Wire

DIAGRAM 35

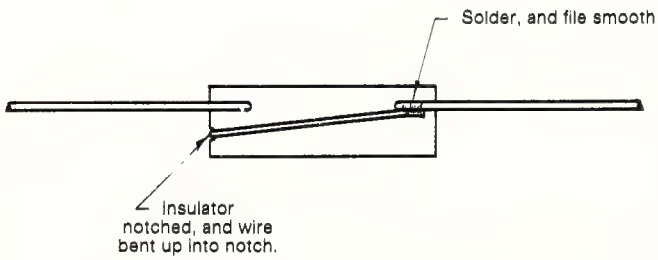


Bridge to Link Adjacent Contact Wires at Turnouts, etc.

DIAGRAM 36



side View — First Step



Underneath View — Second Step

Section Insulator

DIAGRAM 37

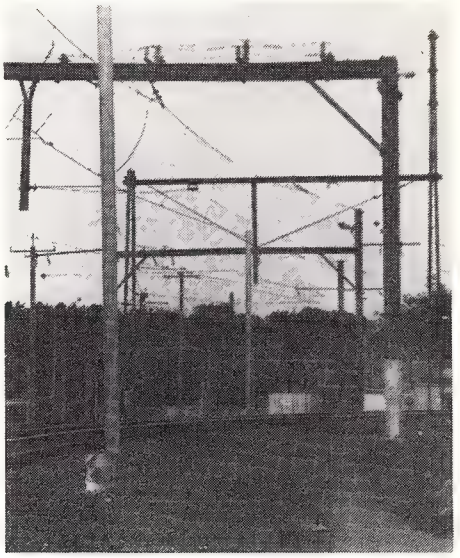


Photo 33 *Old giving way to new . . . towers in transition at Ringwood.*

one end of the ruler is just over the centre of the C nail. Whilst holding the ruler in that position, pick up the tool, turn it around, and replace it on the track. If the end of the ruler is not again over the centre of the nail, that nail is not central. Pull it out and get it in the right spot. You can then add nails at A, B, D and E. Nip the heads off all five nails.

The next task is to prepare the wire. If you are using copper strands as Geoff and I do, or brass wire as others have successfully done, the preparation consists of 'stretching the kinks out'. Secure one end of a strand in a bench vice. Walk back along the wire, undoing any tight twists and sharp kinks as you go. When at the end, grasp it in the jaws of a pair of heavy-duty pliers, and PULL! Copper and brass will stretch longer with comparative ease, and then become noticeably harder to pull. Release the pliers carefully when this happens and lay the wire down. It will now be satisfyingly straight and also harder than it was. It therefore won't kink as easily.

The reason for the fat centre nail? To provide 'stagger' along the straight stretches. Stagger is the securing of the contact wire off-centre at succeeding structures: to the right at one, to the left at the next, and so on down the track (Diagram 35). This is achieved in various ways on the prototype. Have a look at a long straight stretch of track and see how the structures and steady arms are arranged to achieve it. Stagger reduces wear at the centre of the bow, both on the prototype and the model.

When you sit the locator at each structure on straight track, pass the contact wire on alternate sides of nail C. For a wide (wild?) stagger, take it alternately around D and E.

Erecting Contact Wire

Firstly, hook shackles up to the terminating points of the first run of contact wire. Next, take a piece of prepared wire over to the track, and tie one end to a shackle. Lay out steady arms, one for each structure AND one for each bridle steady position. Slide an insulator and one of those tiny shim brass clips onto each arm. Take the overhead locator to the first structure along the track from the termination point, and sit it in front of the structure. Position the contact wire between the appropriate nails, depending on whether the track is curved or straight at this spot. Tie a loop of scrap wire from the structure to the contact wire, to hold it in the right lateral position.

Now move to each of the subsequent structures, or bridle steady positions, and repeat this. At the end of the run, hook the contact wire into the waiting shackle and pull gent-

ly until both shackles are about half compressed. Tie off the contact wire with a couple of turns around itself, but don't cut it until all the steady arms are installed.

Go back to the first steady location. Push the waiting arm into the hole you drilled in the structure some time previously. Position it and the clip over the wire in the right spot. At any bridle steady locations, wrap a piece of fuse wire around the bridle and steady arm, and solder.

Push the wire up into the arms of the clip. With a good hot iron and resin-cored wire solder, solder it up. Check the accuracy with the locator, and then bend the rear of the steady arm behind the structure, nip off the excess, and solder. Now carefully file the underside of the contact wire to remove possible causes of bow snagging. File a little way up the side of the clip as well. The insulator can be made to stay put with a spot of glue.

Repeat this for each steady point.

Hook up power to the overhead, place a suitable vehicle on the track, and try running a train 'under live wires'.

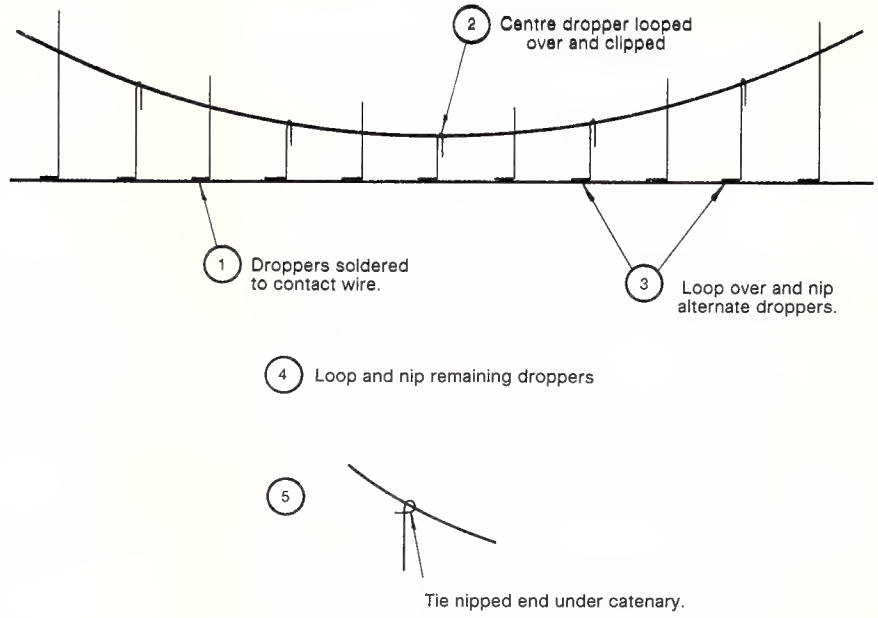
Wiring over Points and Crossings

You will usually find yourself working with two or three wires at once. Some of these may need to be kept tensioned as you work. In such cases, hook the contact wire into its shackle with just one twist. This twist is then kept in place with a spring-loaded clothes peg, or paper clip. When the rigging of wires is done, the single twist can be released and the wire tension adjusted for optimum wire position. At a yard throat, you may have several runs to start at the same place. Photo 29 shows how the VR did it at the entrance to a cluster of stabling sidings at Flinders Street.

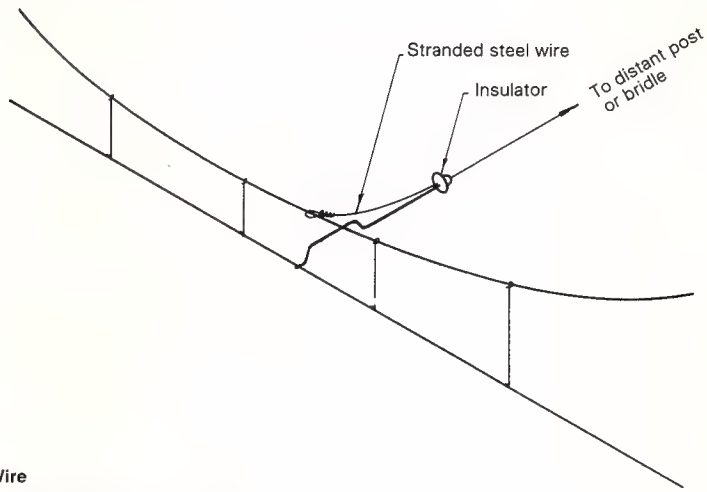
This work is time-consuming and frequently frustrating. So use every possible aid: rubber bands, odd bits of wire to hold things in place, a second locator tool, perhaps someone else to help. Whoever or whatever, use all the help you can get.

Where a turnout, crossing or slip is being wired, some part of the overhead will look like Diagram 12. The 'bridge' linking the contact wires must be shaped as shown in Diagram 36. It is made from steady arm material. Don't use a straight bridge fitting — it invites snagging by the bow of any train that rolls slightly as it negotiates that trackwork. Prototype wiring only uses a straight bridge if the wires are less than 300mm apart — for the same reason.

When you are unsure of how to wire a given situation, go and look at the prototype for


2 Centre dropper looped over and clipped
1 Droppers soldered to contact wire.
3 Loop over and nip alternate droppers.
4 Loop and nip remaining droppers
5
Tie nipped end under catenary.

(a) Securing of Droppers



(b) Pull-off of Catenary Wire

NOTE: Catenary is sometimes secured to post by its own insulator, when post is adjacent to track.

Catenary Details

DIAGRAM 38

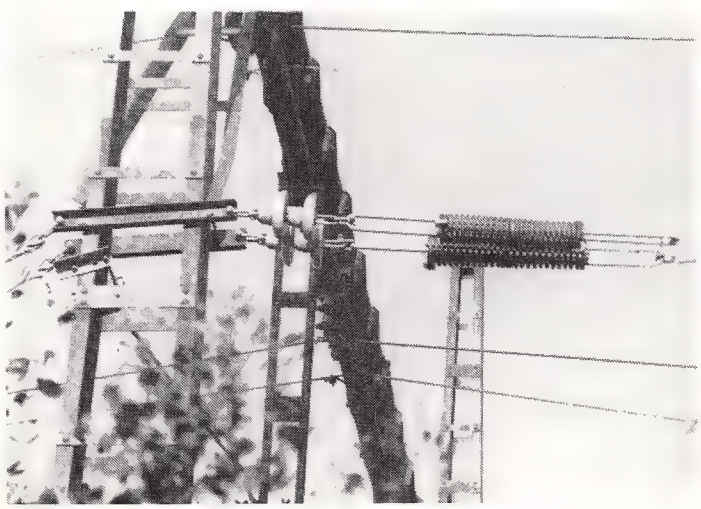


Photo 34 *More shackle detail and more fabricated tower detail.*

Photo 35 *Vintage VR overhead. This is the way it was originally erected. Note the frequent droppers, and the elaborate style of their connections to the contact wires. The wire down the centre is a longitudinal steady wire. It limits the sideways deflection of the contact wires when buffeted by the cross-winds that rip across the Keilor plains. Snapped between Albion and St. Albans, 1983.*

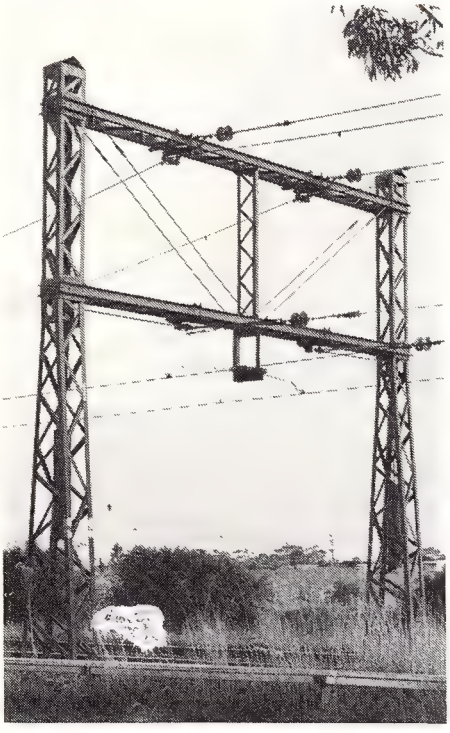


Photo 36 *One of a pair of tensioning towers on the St. Albans line. They provide for the division of the overhead into 3000' (915m) lengths along the long straight from Albion to St. Albans.*

guidance. The railway engineers met and solved these problems decades ago, and their solutions have proved durable.

Section Insulators

Insulated breaks are necessary in the contact wire, in order to provide isolation between track power blocks. They are in the same way necessary at crossovers between up and down tracks on double lines.

Section insulators are made quite simply. Make them from 'red fibre' or 'black fibre', which are types of tough insulating material used in electrical work. Cut pieces from 2mm or 3mm material, 20mm long by 5mm wide (see Diagram 37). The ends of the contact wire are threaded through the holes as shown. To close the 6mm gap, and to provide a smooth run for the pantograph, a short piece of wire is soldered to one of the wires and taken near to but not touching the other, as shown in the diagram of the underside.

Small beads and sequins can be used to ornament these section insulators so that they look more like their prototypes.

Catenary Wire

Catenary wire and the associated droppers have no role in model overhead erected as so far described. If erected, the catenary is only for decoration. However, there's something 'tramway' looking about railway overhead without catenary, and some nit-pickers are quick to say so. If you are modelling post-1984 VR practice, then you are virtually committed to adding the catenary and droppers. This is because the booms carrying the steady arms are supported from the catenary wire as well as from the mast.

There is a lot of extra work involved in adding the catenary, so you ought to consider ways of getting the appearance without having to erect catenary everywhere. One way is to erect catenary only over the tracks nearest the front of your benchwork.

How to Erect Catenary.

Start with a length of the same kind of copper recommended for the contact wire, that is, 21 SWG strand from bare earth cable. After making temporary loops of insulated wire at each hanging point for the catenary wire, drape the wire through the loops and roughly in position along its length. Secure the catenary at each end, through a loop of insulated wire.

Next, find a source of high current at low voltage. A Scope soldering iron transformer, or a car battery, are such sources. Hook up from the high-current source to the two ends of the catenary. Switch on for a couple of seconds and then switch off. The current through the wire will heat it so that it softens and takes up a smooth curve. (Depending on the power source, this may take more than two seconds.) While it is still hot, it will probably droop below the contact wire. When cool, it should rise back above the contact wire. Experiment until you get it right and be careful not to burn your fingers.

The vertical dropper wires, of 30 SWG copper, are soldered every 70mm (for O scale) along the top of the contact wire. The tops of the dropper wires are then bent over the catenary, starting at the centre, and then halving the spaces each side so that the smooth curve is maintained. The loops are then carefully completed, and the excess snipped off. Diagram 38a shows the steps.

The catenary should be kept vertically above the contact wire and pulled off to follow it, by steady wires in the appropriate places. This steady wire may be attached to a post, or be tied to the insulator end of a steady arm. Diagram 38b shows this. Next, attach the appropriate style of catenary suspension insulators, and secure the catenary to them with a twist of very fine wire.

Cut and remove the temporary loops. Check the lower side of the contact wire for solder that may have run down during the soldering of the droppers, removing it carefully with file and sandpaper.

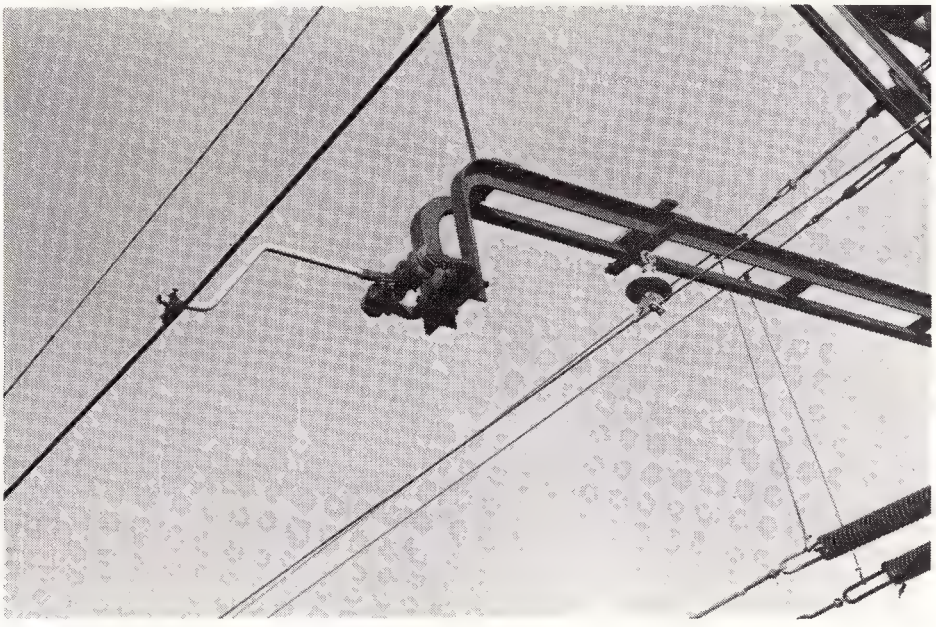


Photo 38 *Close-up of a steady-arm and its fittings. Up until the 1950s, this type of insulator and bracket was used for both steady-arms and catenary suspension. See also Photo 30.*

Photo 37 *These unique single-track towers are on the southern Viaduct, near Spencer Street. They are made from square tube sections. They were probably designed to harmonise with the Viaduct architecture, as they are not used anywhere else.*

Other Features of Overhead Electrification

Consider adding some of these features:

- HT transmission lines on one or both sides of structure uprights.
- Sectioning switches and feeder wires.
- Substations, with outdoor transformers, HT feeders, cyclone-wire fences.
- Signals mounted on overhead structures.
- Wire screens around adjacent equipment on towers, such as signal maintainers' ladders and platforms.
- Special fittings and arrangements where the overhead passes under bridges and through tunnels.
- 'Curvilinear' suspension of the contact wire from the catenary. This is widely used on the former Pennsylvania Railroad electrification in the USA. On straight track, it is no different to Australian practice, but on curves the contact wire is positioned centrally over the track all the way around the curve by the dropper wires. The whole wiring system has quite a slope to it on curves. The VR tried this style at a couple of places, notably at the down end of Burnley, but have not continued with it. It would be difficult to model.
- Tramway Crossing. Where an electric railway is intersected by an electric tramway, the overhead arrangements for this 'Tramway Square' are quite complicated. They have to provide for transition of trolleys across the railway wire and pantographs across the tramway wire. The 600V tramway power has to be isolated from the 1500V railway power as well. If you go and look at Gardiner, Glenhuntly, Kooyong, or Riversdale, you will see what we mean. Notice particularly the actual crossing points of the

Continued on page 72.

ROAD VEHICLES for MODEL RAILWAYS

Part 1

Max Chaseling discusses the model motor vehicles that can be detailed for the model railway layout.

Most model railways have scenery placed to enhance the illusion of activity (jargon for real time). This can be successful if we consider that, as the eyes of an observer flicker over the miniature landscape, they perceive movement from the rapid succession of a series of still photographs — much the same as viewing the scene from the window of a passing train. The illusion may fail, however, if a point of interest halts the scanning motion and the detail lacks a level of realism. Realism applies to all scenery, of course, but our discussion will be centred around road vehicles and their associated activities.

Age, period and location will determine vehicle type, age and breed if one is determined to create authentic scenes and, whilst horse-drawn transport may be fitted into most of the railway era, motor vehicles do present some problems. Because of these, some astute modellers are able to define the period of their railway without sign or spoken word.

The availability of authentic model road vehicles of suitable scale for model railways has been limited. For some years a range has been marketed by Matchbox and by Corgi. In recent times these have been supplemented by various Asian manufacturers. These are most useful if carefully selected and can be modified for authenticity and personality to the requirement.

More recently, the existence of this potential market has been recognised and there is now a wide range of scale model and kit road vehicles available to suit common model railway scales and cover most of the railway era.

It is proposed, from time to time, to review kits and models, to examine modification and 'kit bashing' potential and to propose modelling techniques suitable for these activities.

In an endeavour to create a mini-scene on a dead spot recently on the club layout, it was decided to capture some municipal activity. The obvious is to dig a hole in the roadway then attempt to fill and repair it.

Life Like road barriers and traffic cones (witches' hats if you must) were discovered, with workmen, on the back shelf of a hobby shop. The workmen included a flagman, a man with a pick, a man with a shovel and a boss. It is unfortunate that equal opportunity is slow to come to the model world.

Such a scene requires a patching truck which is a mobile device to carry hot-mix, bitumen emulsion, tools, barriers and traffic cones with work persons and their lunches.

Scrapbox scrabbling produced a Matchbox 'Dennis Pax' garbage compactor with potential. The compactor body was exchanged with a scratchbuilt tipping tray and a canopy made from polystyrene sheet (often called Plasticard) and Slater's Microstrip.

Microstrip is polystyrene machine-cut strips in various widths and thicknesses by Slaters which, I believe, is no longer available. This is a pity because it has great potential for scratchbuilding. An alternative in a limited range of sizes is Evergreen styrene stripping.

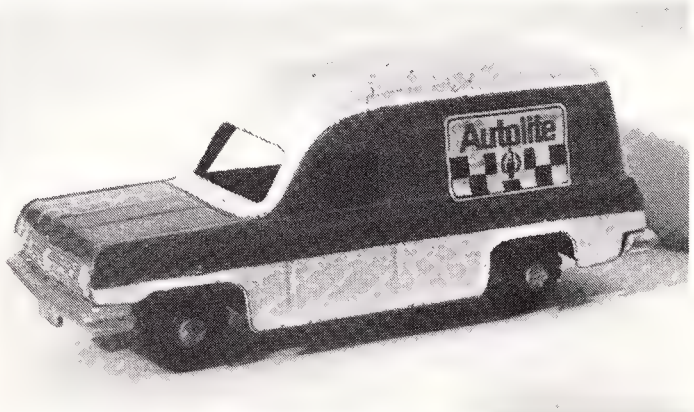
A black drum and a heap of black sand provided the basic load with spare cones, barriers and tools as necessary. The truck colour is in accord with the Town Clerk's requirements, not forgetting a white cab roof to keep a cool head on the driver.

An important point for authenticity is the provision of dual rear wheels for the truck, not always fitted by Matchbox. In this case, a pair of wheels was salvaged from another Matchbox which was attacked by a lawnmower. Careful countersinking with a suitable drill provided the concave shape of the outside rear and superglue replaced the standard wheel nuts.

Intensive scrutiny of the diecast counter in chain stores and supermarkets produces gems in the form of chassis/cab combinations with useless bodies and wheels for HO motor vehicles. Typical is the FUN-HO Bedford which comes in a variety of body styles but, when fitted with scale wheels and body, becomes a useful adjunct to scenery.

If one's perception of useful cheap diecasts is dull, the growing range of whitemetal and plastic models are good if the price can be justified. It is pleasing to see that Australia's own, the Holden and Falcon, are now available in several scales even if the first came from overseas. It is hoped to review relevant models and kits, explore the market and continue to prompt your prowess if required. I am sure the Editor would welcome your strong feelings (in writing) before further commitment of valuable surface area on a model railway tabloid. ▪

Municipal patching truck — modified Matchbox Dennis Pax.



Holden Panel Van — repainted Fun-HO van.

Top: *Bedford tanker — Fun-HO/Matchbox reworked.*

ORIGIN of CODES

Allan Watson discuses the origin of goods wagon codes in New South Wales.

Responding to the comments in AMRM NEWS, December 1988, I have compiled a few notes on the codes of New South Wales goods wagons, but apart from making a few brief comments I will leave the passenger and interstate codes to other correspondents.

To start right at the beginning, there has always been a coding system used for NSW goods vehicles, although not all goods vehicles were included in the system in earlier years (even today, some 'departmental' wagons are without codes). In the beginning (1855) there were 3 codes in use:

A — for 'low sided' opens (actually 'flat') wagons

B — for 'high sided' opens

C — for covered vans.

There were also sheep and cattle vans, brake vans and various 'coaching' stock, but these were all uncoded.

As new wagons were introduced, the next letter of the alphabet was used to classify *some* types (mostly open, bolster or flat wagons) reaching 'N' by about 1890. Although allocation was apparently arbitrary, *by coincidence* , the codes 'C' belonged to *covered* vans, 'F' to *flat* (actually bolster) wagons and 'G' to *gondola* (to use the American expression) wagons. Of longer term interest, this also meant that 'D' became attached to the standard open wagons and 'E' (and not 'F') to the standard timber (bolster) wagons. The relatively modern BDL and UME codes reflect this inheritance.

While on this point, it is interesting to note that in later years, when some codes became extinct and the code re-used, the new wagons were essentially modern equivalents of the wagons first carrying that code. Codes used in this way were A, B, G, and K (and also C and E, though these were simplifications of extended codes overlapping the original wagons — in the case of the other four codes there was a clean break of several years between their periods of use).

From 1890 to about 1905 no new codes were used for goods wagons, although coaching stock was fully coded about this time. Instead, new goods vehicles were slotted into existing codes (where applicable), even when significant differences of load, purpose, size and number of wheels might have suggested that a new code would have been more appropriate.

By 1910, more than 12 different types of 'D' wagons were listed, including bogie wagons, and various capacities and underframes of different types. This meant that qualifications were often used, hence 'Louvred Cs', 'Bogie Ds', 'Bogie Es', 'Tubular Fs', etc., which eventually formalised into 'LC' (later 'LV'), 'BD', 'BE', 'TF', etc. codes by about WWII. About this time stock wagons were given mnemonic codes, followed by a revision of the various vans; 'C' becoming 'CV', 'LC' becoming 'LV', and introduction of 'PV' and (in early 1920s) 'MV' for previously uncoded vehicles. Brake vans were the last to be coded (in the mid 1920s) using the 'H' from the coaching coding systems and 'G' for *goods* .

The initial sheep van code was 'SV' but this soon became 'OSV' (for *old* style), to distinguish them from the improved style 'GSVs' which had *grating* floors.

'S' trucks first appeared in 1905 initially coded 'D' (as were nearly all other open wagons, except for the obsolete 'B' types; even the early 'K' and 'L' wagons had been rebuilt and recoded to 'D'.) However, the improved carrying capacity of 15 ton warranted a special code to distinguish them from the standard 4 wheel 'Ds', which had a 10 ton max. capacity. Since 10 ton "Ds" were still the standard 4 wheel open wagon at this time, it is more likely that the code derives from the fact that they were the first all *steel* wagons used in NSW. (It should be pointed out, however, that wood floors were quickly introduced and even totally wooden bodied vehicles by WWII. The composite (steel and timber) bodied vehicles that most of us remember as a typical 'S' is a post-WWII rebuild of the earlier all steel wagons. 'D' wagons were still built up to WWI, after which 'Ss' were built in quantity, becoming quite prolific and eventually outnumbering the 'Ds' by the 1920s. It is only *after* this time that 'S' wagons could be regarded as a 'standard' vehicle.

The 'U' wagon of the 1920s probably derives from the fact that it had *underfloor* hoppers. It is of interest to note that 'S' and 'U' were the only single letter codes used after 'N' (on NSW), provided you exclude the 'Y' and 'Z' codes, which were simplifications in the late 1930s of the 'BEY' and 'BEZ' codes, which in turn were variations of the mnemonic 'BE' code. It should also be mentioned that 'C' and 'E' codes were revived in the late 1930s, being simplifications of 'CV' and 'BE'/'BBE' mnemonic codes ('C' reverting back to 'CV' not long after).

All the above applies only to NSW, although I have noted that both VR and SAR used single letter codes (like early NSW) until well into this century, while CR (now AN) used a multi-letter method showing wagon type and variation. In addition, 'N' used as either a prefix or (more usually) a suffix indicated a narrow gauge (3'6") wagon for both CR and SAR. The introduction of the standard gauge Broken Hill/Port Pirie line saw a new code system, some wagons with these new codes running on narrow gauge before the conversion.

I will not comment on passenger codes other than what I have already said about the use of 'H' in goods brake van codes and the similar use of 'M' as either *modern* or *mainline* in both coaching and goods codes as a 'variant' letter. In the goods codes, it comes up as 'MRC', 'MLE', 'UME' (and further variants) and possibly 'MLV', although the 'MLK' code suggests a *milk* wagon (which it was) and was a 'K' variant of the earlier 'MLV'.

I refer now to the mention of punctuation in codes and reference to the '1948' (I assume 1949 intended) Carrying Capacity Book. This is an administrative inconsistency that can be traced right back to at least the 1925 book (the earliest I have). However, just to illustrate that even here, they cannot be consistent; look up the 'SS' (*short* s by the way), code — in *all* of these books it is listed *without* punctuation! On the wagons themselves (which is what modelling is all about), punctuation was generally *not* used. However, at least one batch of (new) brake vans in the 1960s were placed in traffic *with* punctuation and there could have been other instances of vehicles so treated in actual use. I recall a discussion I had about this time with some like-minded enthusiasts on this very subject and reference was also made to variations in shape and spacing of coding (and numbers) on various vehicles. We concluded that the only non-variable in wagon lettering was the tare weight. This, however, has always been applied *FREEHAND* yet retains a uniformity of distinctive style that even stencils have not achieved!

The introduction of the 'uniform' four letter goods (or 'freight' as it is now called) wagon codes simplifies matters to some extent, although variations are apparent as noted. John Beckhaus's book 'Railway Freight Wagons in NSW, 1982' also notes this very point and his table on p.6 highlights (with asterisks) some second letter code variants apparent even in 1982.

I am not right up to date with modern wagons (John Beckhaus' 1982 book being my limit at present), but I would suggest that at least to 1982, third letter variants were *NOT* based on wagon contracts as suggested, rather they are based on wagon usage in the first instance and possibly on specifications in more recent years. One specific example is OCX/OCY — NQOX/NQOY wagons, which code group contains nine contracts and three builders over the period 1969-1975. The SRA converts between NQOY and NQOX according to traffic demand and all nine contracts are now mixed between the two codes. The BDL/BDX — NOBX is another instance of contract grouping with visible differences between contracts, yet with one code.

The proliferation of codes over the last 40 years or so is a reflection on the specialist usage now required by modern wagons, and only coincidentally with contracts (where appropriate), since specialist usage can often be assessed and covered by a single contract. With general purpose wagons, there is an on-going need for new wagons either for increasing traffic or replacement, hence there is no need for a new code to cover contract differences when there is no difference in its traffic usage. Therefore the only difference recognised by SRA with NQOX/NQOY wagons (for instance) is with the bogies. Further, with this same example, although the actual contracts covered one or other code only, SRA conversions have now mixed things up. The one thing that is certain is that codes are **NOT** allocated for the benefit of modellers and, unlike the hypothetical discussion on code allocation in AMRM NEWS, in real life the matter of modelling wagons is not even raised, let alone considered.

To repeat a point I have made previously, contract identification *AND NOT THE CODE* (since they are *NOT* linked) is the only sure way to identify wagon types for modelling purposes.

May I also suggest that the coding of a wagon is purely for accounting purposes only. There have been some wagons used over an extensive period of time that have never carried a code on the vehicle.

Finally, regarding the fourth letter code 'F'. The only distinguishing feature between it and an 'X' coded wagon has been the bogie ownership, hence of little interest (other than lettering) for the modeller. The 'F' coded wagons are fully SRA owned, and are marked 'in NSW' only because SRA (understandably) did not want them going interstate and possibly losing

the bogies (and even the wagon) onto the bogie exchange pool through some unauthorised bogie exchange. Of course, this did not stop such wagons going interstate (or astray), particularly if no bogie exchange is involved. As a converse example, I can recall seeing some SO/SOC wagons marked 'For traffic between Broken Hill and Port Pirie only' at Blayney (NSW) shortly after gauge conversion and even an SAR ex-narrow gauge VCN (narrow gauge body on SG bogies), similarly marked, in a Sydney yard about the same time.

Of course this is currently changing with State Rail fitting the new Gloucester bogie (DCA) and the change of the fourth letter to indicate the speed of the bogie. The F and W coding is being used to indicate the NSW rated 130kph high speed bogie. ■

EDITOR'S NOTE: There is furether reference to this subject in the MAILBAG section of February 1989 (No.154) and this issue .

EXHIBITIONS 1989

Allan Brown

CORIO

This year's exhibition was held at its usual site adjoining the water slide park at Geelong, over an extremely hot weekend of 27th to 30th January. I neglected to take my cossies/togs/bathers with me, and deeply regretted it.

Of the 20 stands listed on the programme, four were commercial, these being Box Car Hobbies, F&G Models, Broad Gauge Models Pty Ltd (featuring the new Z van kit) and Finescale Models (of the soon to be released N class model fame).

V/Line had a static photographic display plus a crime prevention display staffed by two officers from the Railway Investigation Branch whose job it was to discuss and explain the many photographs showing vandalism, travel safety and the like. I have spoken to these people at other exhibitions in the past and invariably learn quite a lot. This display is a good PR exercise for V/Line.

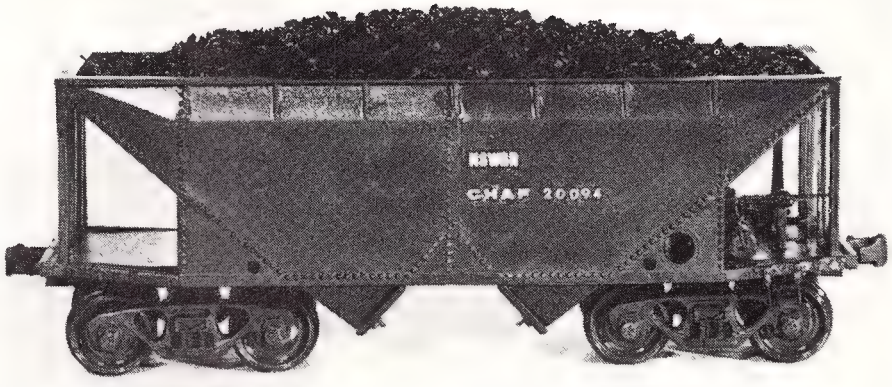
The usual second hand stall, modelling demonstrations, plus the soft drink/food bar all did a good trade – especially the soft drinks.

Insofar as the actual layouts were concerned, there were eight, which consisted of N, HOn2½, HOn3 and HO/OO. The ever popular Clinchfield in N scale and Laurie Green's HOn3 Rio Grande both excel in scenic detail, and especially took my eye.

On the HO side of things, the three layouts of note were Manuka (which we have featured in depth in a past issue), the South Australian Railway Modellers Association's layout, and the Corio Model Railway Club's layout. The handout described these last two layouts as being Australian in appearance, with Australian prototype trains. When I was there on the Saturday, the SARMA layout was running both Australian and North American prototype, whilst the Corio layout was running British. When questioned about the latter, I was told that Sunday was the day for Australian prototype!

Ironically, the one stand that most pleased me was the static display of the Carter's Combined All Star Circus. This HO exhibit represented a three ring circus and trains having recently arrived and in the process of unloading and making ready for tonight's show. The wealth of detail was superb, with the only things missing being Charlton Heston and Betty Hutton.

As stated in my opening remarks, the weather was hot, and so was the temperature in the hall. Expanding rail and closing gaps appeared to be the norm. I pitied the poor operators who had to stay there all day . . . one hour was all I could take, which regrettably did not give me sufficient time to fully take in all that this exhibition had to offer. ■



AN AMAZING DISCOVERY

by Ron Cunningham

Recently, I was visiting a friend of mine who won't mind me calling him an old timer, as he has been associated with railways since before WWII. As usual, I was rummaging through his extensive photographic collection when I came upon a photograph which stopped me dead in my tracks.

The photograph was of a wagon type (see photo), the existence of which has gone almost unreported in the usual railway publications.

With trembling hands I thrust the photograph under the nose of my old friend. "Where did you take this? What is it? What happened to it? How many were there?" were just some of the questions I fired at him in quick succession.

My friend adjusted his glasses, peered at the photograph and said "Yes, I do remember it now" and proceeded to explain.

Apparently towards the end of WWII when victory was in sight, the NSWGR turned its attention to the needs of post-war reconstruction. Already the explosion in traffic due to wartime demands, coupled with the minimum maintenance policy of wartime, had brought the Railway's plant to the point of collapse. Nowhere was this more evident than in the transportation of coal. Every conceivable item of worn-out rollingstock was being used to transport the black diamond and it was clear that an immediate task of the post-war years would be to replace totally as a matter of urgency the NSWGR's ancient fleet of LCHs.

A committee and the usual number of sub-committees were set up to investigate possible designs and a report duly appeared.

Opinion was unanimous that the new wagon class should be of a bogie type. However there was considerable disagreement over what size it should be. Proposals for a 60 ton gross weight wagon met with some resistance from Way and Works on the grounds that a wagon with a 15 ton axle loading would be too heavy for much of the system's country branchlines, particularly in its wartime run-down state.

It was therefore decided to compromise and experiment. A wagon of about 48 tons loaded would be built. Its axle loading of 12.5 ton would be higher than the LCHs it would replace, but less than the larger proposed 60 ton hopper wagon.

One wagon would be built to allow suitable trials to be carried out by all concerned and, with agreement having been reached, the orders went out for the wagon's construction.

The result is as shown in the accompanying photograph as seen by my railway worker friend sometime in 1946.

Another extraordinary bit of information that my friend supplied was that a wheat hopper variation had also been built and he could distinctly remember seeing it in service. I could not find a photograph but perhaps some reader may be able to provide more information on the wheat hopper variety. A photograph would certainly be interesting.

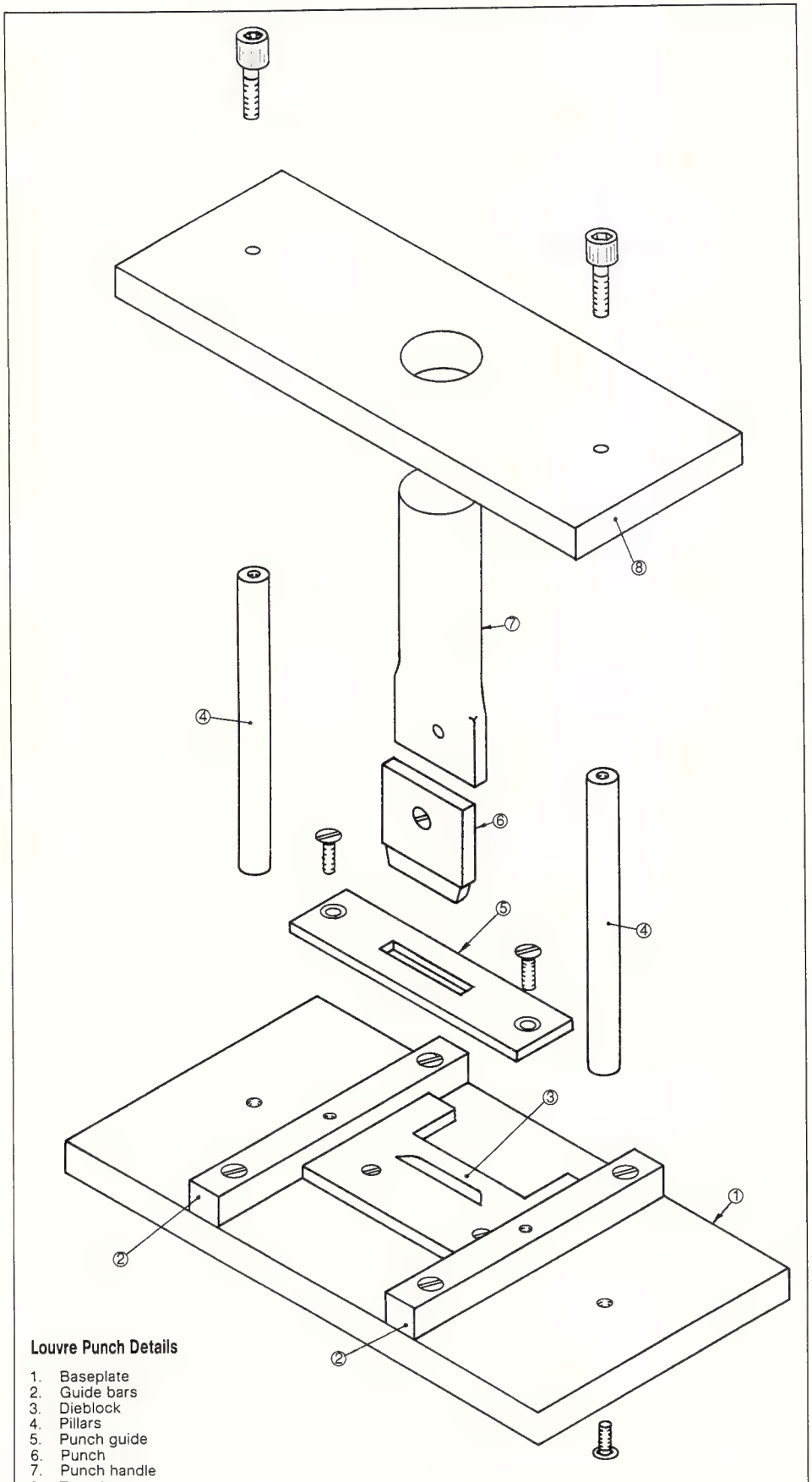
One of the many unusual things about the whole episode was that the wagons were given a four letter coding, thus pre-empting by nearly 40 years the later introduction of the four letter coding system. The wagons were coded CHAF and WHAF. Obviously the CH and WH stood for coal hopper and wheat hopper respectively but I am unsure as to what the letters AF stood for in each case. Perhaps some reader may be able to help.

The wagons in both the coal and the wheat variations can be seen as being both a success and a failure. They were a failure in that no further wagons of this design were constructed but a success in that they obviously provided the basis for the larger BCH and BWH wagons which entered service in such great numbers in the post-war period.

That's all the information that my friend could supply about the whole astonishing episode involving these wagons. No data about service history or scrapping dates can be found, although my friend did say that he was positive that the wagons entered service on 1 April 1946. ■

PUNCHING LOUVRES

Paul Berntsen describes a process for modelling realistic louvres.



Louvre Punch Details

1. Baseplate
2. Guide bars
3. Dieblock
4. Pillars
5. Punch guide
6. Punch
7. Punch handle
8 Top plate

Diagram 1

Louvres are a distinctive part of internal combustion locomotives as cooling air is required to be drawn into the loco body and then expelled in a number of places.

I have seen louvres represented on models in a number of ways. The first I saw was to drill a hole at each end of the louvre and fit a wire staple and solder it to blend it to the body.

Louvres can be produced on a milling machine or on a lathe. Probably the most popular method is photo-engraving.

All these methods have their shortcomings and there is only one way to achieve really neat louvres — punching.

With the constantly improving standards of detail, punched louvres will be required on all models . . . so here is a chance to get in on the ground floor, as it were!

I wanted to produce some diesel shunters in 9mm scale and decided the engraved louvres were too shallow. I had seen references to punching louvres in Gerald Wingrove's writings. Wingrove is a modelmaker in England who has written valuable books on ship modelling and model car building. His first louvre punch is described in 'The Complete Car Modeller', page 56. This punch is for making louvres of equal length only. In the 'Model Engineer' for 16 November 1979, he describes his second tool which will punch louvres of differing lengths by roll cutting each one to the length required. In a later 'Model Engineer' he showed modifications to this tool to produce curved louvres of differing lengths. Heady stuff this!!

I studied all this information and decided to build a tool the opposite to Wingrove. His would punch any louvre he ever needed, mine would be for one size only but would be so simple that a separate one could be built for each size.

Once the punch and die have been correctly adjusted, the louvres are self spacing and the punch and die are the only parts that need to be hardened. They should be made from gaugeplate.

The machine is made from odd material and I have not shown sizes on the drawing as parts can vary according to what you have on hand and what size louvres you want to form.

The baseplate (1) has two guides (2). The panels to be punched are best made from 0.25mm (0.010") hard brass sheet. They need to be made to a precise width so they slide between the guides. This set-up is for separate panels to be applied along the side of a body. If a larger panel needed rows of louvres then a larger baseplate with guides at its edge would be required but the principle would be the same.

The dieblock (3) fits between the guides and has a formed slot the width of the louvre and also a larger slot for the finished louvres to go into. As each louvre is punched, the panel is lifted, slid towards the back, lowered and slid back until the louvre butts back against the rear slot.

Before the punch and die are hardened it is important to punch a set of louvres so one can measure the number in a given space. The rear slot is then filed until the correct number fit into your space. The punchguide (5) screws to the guides. Mine is brass and is a sliding fit for the punch.

The pillars are brass tube and the top plate has a hole which is a sliding fit for the punch handle. My punch handle was 6mm and two

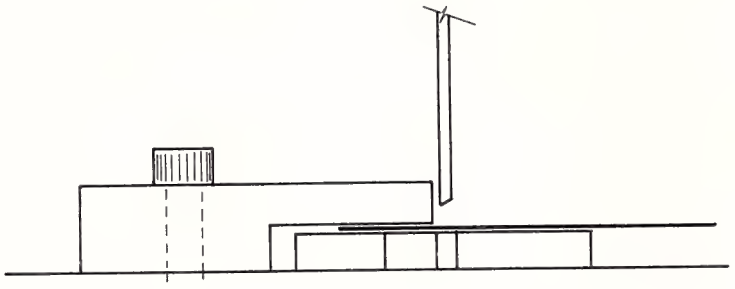


Diagram 2

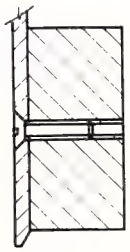


Diagram 3

6mm bolts pass right through the pillars and into tapped holes in the baseplate. My punch and die are 3mm gaugeplate. The punch is screwed and soft soldered to the handle after hardening. Just screwing will do for the testing but the solder prevents any movement on the production run. Shaping the punch will require some experimenting to get it working properly. Remember that its front face is a cutting blade like a guillotine so must have zero clearance with the front of the die. This is a main function of the punch guide.

A modification I have yet to make on mine is as follows . . .

When the first louvre is formed it is folded along its length. Subsequent louvres are not; they are more twisted at each end. Because the panel must be lifted to move it back, there is no way to hold the panel down firmly and the first louvre does not form crisply.

The answer as I see it is to fit a block from the rear and screwing to the baseplate. It comes up to immediately behind the punch and holds the panel firmly down onto the die. This means the first louvre will form crisply. After that the block must be removed and the rest of the louvres will be crisp and neat without support.

I intend to fit mine with a capscrew so it can be quickly removed.

There now, I think I built my machine in less time than all this lot took! The world is now your oyster and the sky is the limit as with a little imagination you start on double rows, ones that face inwards instead of out and so on.

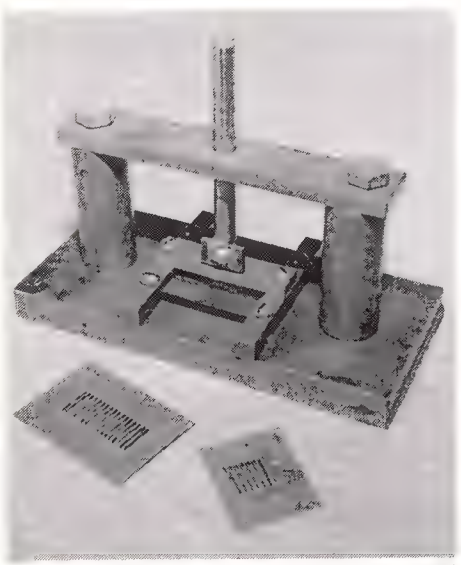
Happy louvre pressing . . .

Addition

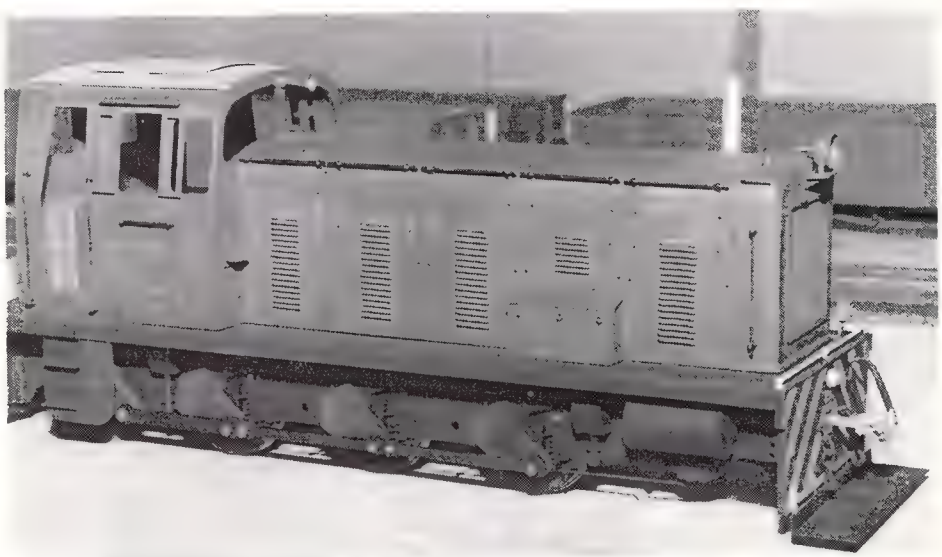
Kevin Crosado, a noted 9mm modeller, recently described to me another method of getting the top louvre crisp and neatly bent. This one is from the English modeller, Stewart Hine.

Hine fits a block onto his punch at the back so that as the punch finishes forming the louvre the metal above the louvre is forced flat again. Diagram 2 shows my idea as described above and Diagram 3 shows Hine's method.

As both are untried at present, it's hard to say but I like my idea better (naturally!) as it stops the panel deforming in the first place whereas Hine allows it to deform and then corrects it.



The louvre press and a couple of completed panels.



9mm scale DSA loco showing panels in place.

A SHUNTER'S FLOAT

by Gregory D. Young

During December 1987 I was visiting my parents at Cowra and whilst in transit I decided to break my journey at Goulburn. Apart from the numerous dead units scattered around the yard there was, attached to a 48 class shunter, this particular shunter's float numbered L900.

You might say, "So what?", yet closer examination reveals that they are the frames and bogies of two former Standard Goods turret tenders. They are attached at the engine end by a common drawbar, possibly also ex-Standard Goods engine. The buffers at both ends have been retained, presumably to provide a coupling medium between non-buffered stock and any remaining vehicles fitted with drawhooks. The tender frames themselves seem to be complete below frame level.

A most interesting find in the Goulburn Down Yard. ■

The layout Trunkey Creek has been around for some years. Built by Bob and Geoff Old, of Orange, the layout is based on Western New South Wales and is now owned by the Dubbo Model Railway Club. Illustrated above is a double headed 48 class on a bulk coal train.

SCENIC ROUTE

SCENIC ROUTE this issue covers the exhibition scene over recent years. On this page are Alan Templeman's photos from Sydney while Bob Gallagher covers the Melbourne exhibition opposite.

Gresham, an HO scale layout built by Bob Chrismas, Mick O'Hanlon and friends made its debut at the 1987 Liverpool exhibition. The layout featured steam era running on the New South Wales Railway. The above scene illustrates the Southern valve geared D55 class at the head of a string of S trucks, while a double headed AD60 concentrate train waits in the siding in the background.

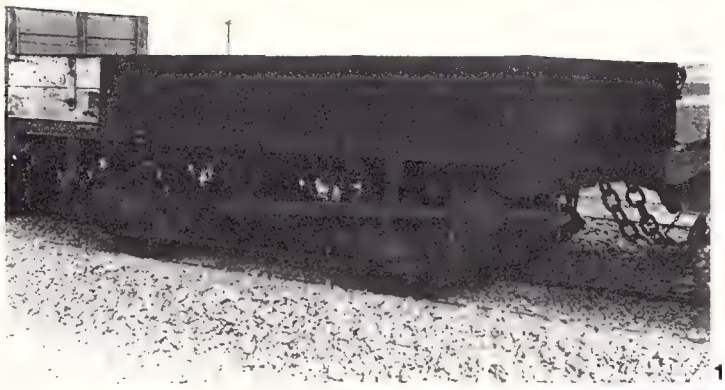
Class leader No.10 heads a string of loaded coal hoppers past the goods shed at Weston on the SMR layout exhibited by the Scale Model Railway Club.

Abeckett's Creek was seen in Sydney for a number of years but in 1988 ventured to Melbourne for the Camberwell exhibition. Illustrated above is the very busy station scene, shown here with a Garratt and a D59 class coal burner awaiting directions from the signalmen.

The very colourful N scale Clinchfield Railroad made a welcome return to the 1988 exhibition. Being a complete rebuild of that on show previously, the layout features the American coal scene. The mine is the main point of interest here. In the background, bargains from Bill Webb can be observed.

The Croydon Narrow Gauge Group always puts on an interesting display with their HOn2½ layout. In 1988 one of their modules featured a broad gauge repair shop being supplied by the narrow gauge system. Part of this complex had an operating conveyer belt.

MORE ON TWO NARROW-GAUGE OPEN WAGONS



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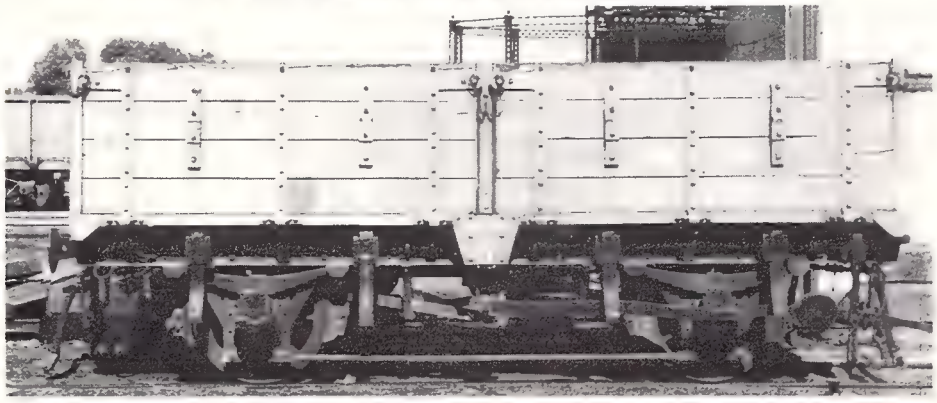

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3

4

6

by Allan F. Watson

It's good to see something on the South Australian Railway narrow gauge again (August 1986 issue). Yet to see the light of day is my intended 'Werowie' layout and I was wondering just how many S.A.R. layouts (or intended layouts) are out there. If you think it worth the effort, the following information might clarify (and expand) a few points in Phil Curnow's notes.

The colour scheme of the wagons is a little more complicated than what is made out in the article. I cannot recall seeing any in dark grey, but apparently I did (**Photo No.1**) of an out-of-service Cc wagon, taken in 1968, although it might have been in weathered timber! As I recall, the remaining wagons were in light grey (of various ages and condition) a scheme apparently introduced for safety reasons prior to the 1960s.

In the first form of light grey, the number was stencilled in white directly onto the light grey; **Photo No.2** of Y 5324, taken in 1966, shows this style. The photo you published of Cc 4135 also appears to be in this style and not the dark grey as suggested. On Y 5324 at least, it would appear that underframe details were in black — the whole colour scheme reminds me of the old Midland Railway (UK) scheme for its goods stock. The 'Not to be loaded with ore' sign was in white — I did not see any in yellow. Mind you, many that I saw did not have this sign on them at all, as is evident in other photos.

The revised version of light grey has a black panel under the number and weight details. This seems to have been introduced shortly before the carrying capacity of both X and Y wagons was increased from 12t to 13t; the '13' was in yellow, the '12' had been in white. **Photo No.3** (of X 3740) and **No.4** (of Y 5418) show details of sides, **Photo No.5** (of Y 5418) shows end. Note the white patches, which indicate where the brake lever is. Compare these with your published photo of X 3740, which shows revised (post-metric) markings and painting the corner-plates white; it should also have a square patch on the left hand end like the adja-

cent wagon, but in this case has the end of the headstock painted white instead — have another look at your photo.

The Commonwealth Railway used a number of wagons almost identical to the S.A.R. Y class. A few were still in service on the Quorn-Hawker baryties traffic when I was there, and **Photo No.7** shows one of them, NGAS 372, at Quorn in 1967. Colour was C.R.'s red-brown, with white lettering. By my 1968 visit, all the rollingstock here had been repainted and carried yellow load lines (to indicate how far these vehicles should be loaded, since there were no weighbridges available). There does not appear to have been any C.R. equivalent of the S.A.R. 'X'.

In the article, there appears a table of some other four-wheel types. I would like to point out that the table is far from exhaustive and also the capacities seem to be revised ones of

Photo No.7

Photo No.8

Photo No.9

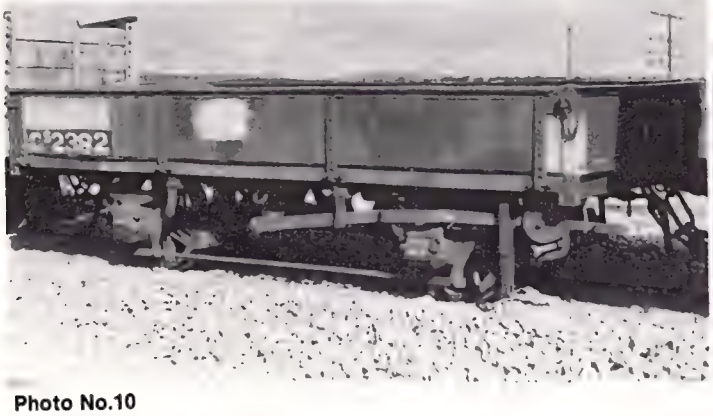


Photo No.10

Photo No.11

1960s and later. Even in the 1960s there were very few older four-wheeled opens about and all seen were still lettered in old capacities. Photos enclosed are No.8 with Ca 3048 chalked on it (appears to be a Cx with extended ends) and No.9 of Cs 972 and No.10 of Cs 2382, which show a steel-bodied variant of the Cc. I also have photos of C 1336 at 6t and Cc 4251 at 8t, the latter in use as a tumbrel truck to the Peterborough accident crane. I did not see any B, BB, E or N wagons and I presume all had been scrapped by the late 1960s. The C.R. had an equivalent of the Cx at Quorn, coded 'NGS' (**Photo No.11**).

One variant of the X seen, and not mentioned in the article, had no doors. Unfortunately I don't appear to have any B&W photos of them, but there were quite a few about. Some were stencilled 'Ore traffic only', while most had a white diagonal line on the sides where the door should have been.

I have built one model in Sn3½ (part of a Y type vehicle, but painted as a C.R. NGAS. It was built as a test and used Peco 10' wheelbase OO scale wagon as a base, the sides being built up with wood and plastic. The wood gave the model solidarity, but some of the add-on plastic parts have broken off and the wagon model needs rebuilding — I might use brass strip instead of plastic next time. Dimensions were not exact — the sides needed padding out, and care was needed at the ends to avoid making the vehicle over-length. Otherwise the Peco wagon was a good starting point, as the underframe detail is good and the wagons are sprung. The headstocks and buffers are of no use — keep them for an HO model or give them to someone who does HO models; they are too good to throw away!

I have also tried building one using a Peco underframe kit, but this was less than successful; the metal body that only comes with the complete wagon kit makes the actual wagon kit a better investment. The Peco wheels are of a so-so plastic, but of the right size; they could be replaced with Jackson or Maygib wheels for possibly better running.

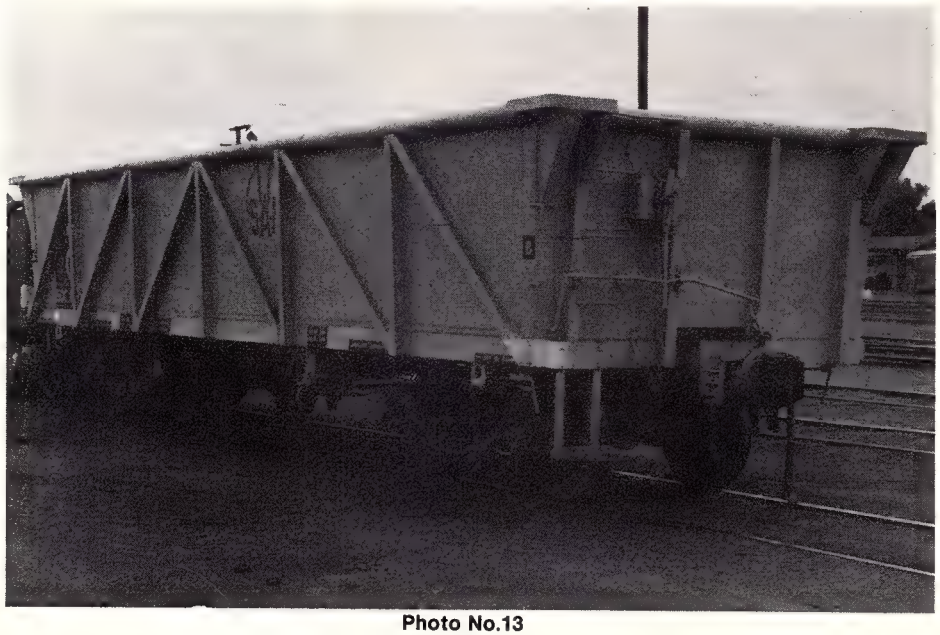


Photo No.13

One other item of narrow-gauge interest — sometime back (December 1985) you had an article on the (standard-gauged) SO and SOC wagons. The SOCs were conversions from narrow gauge OMNs of the SAR, as was stated. They also saw some service as SOC on the narrow gauge. The enclosed photo (No.12) shows an OMN and an SOC together at Broken Hill in 1968, and makes an interesting comparison between the two. The OMNs had wooden body panels in a steel frame, the SOCs were all steel. The OMNs were extended in the conversion to SOC and close examination of the frame of any SOC shows up a section having been welded into the middle; this is absent on the SOs, which were purpose-built for the standard gauge. **Photo No.13** is of another SOC at Broken Hill in 1968. ■

MAILBAG

Sir,

First of all, congratulations on a great magazine. I have no criticism of it but a few queries. One of my questions has to do with the fact that I model Australian N scale. This means most stock is scratchbuilt or kitbashed. This is where AMRM is great because of prototype plans and reviews. I enjoy these articles and use them a lot to detail and build stock (the last being some RUs). I must admit I could not do such articles as I am fairly new to the hobby and a lot is new to me.

The questions are: have prototype plans decreased over the last few years and is this due to more HO kits being available? As you know, there are not that many N scale kits available so I use these plans and photos a lot. Even if a kit is available, these articles help with irregularities and details such as grabrails etc. (I used these articles to detail Fybren kits.) These articles also help with wagons I may never see, such as the RU, but would like to build. Perhaps some other modellers can comment on this and if these articles help.

Also in Issue 150, the article on the BD had some drawings of a BD and BDX. By my calculations, this is close enough to actual N scale plans. (I hope to do an article with these plans.) Would it be possible to include more plans of actual N scale size as there are no commercial models when people write such articles, but the plans make it possible to scratchbuild the stock.

It seems to me that N scale is increasing as N-Trains would not continue to produce more kits. Now there is more stock to run on the rails, could Weico do a re-run of the FJ Holden as I would dearly like some of these.

In closing, let's hear from more N scalers from any country, especially of some layouts. As yet, I do not have one but would enjoy seeing other people's. I hope to send in some articles and photos of my models.

J. Antoniw,
Flinders Park, 5025.

The initial need for Prototype Plans was essential for the growth in modelling Australian railways and the early editors of AMRM catered for this with at least a plan an issue. As the magazine grew in size, the need for more than one plan an issue grew, and to satisfy the demand of non-NSW modellers, the plans had to be taken from the many Australian systems. While we have a number of excellent assistants who willingly draw plans for AMRM, their ability to keep up with this demand as well as fit in some modelling for themselves was becoming strained. As HO scale plastic kits started arriving en masse the demand for plans dropped overnight. Most modellers who had to scratchbuild their models turned to the kits as a modelling base. Unfortunately, the many new modellers who then joined the rush to modelling Australian skipped the scratchbuilding phase. This latter aspect is now changing and we are still producing plans, but not to the extent of the mid 1970s.

Most AMRM plans are drawn to 7mm scale with a set pen size and then reduced to HO scale. This gives fine linework in reproduction and reduces the problem of inaccuracy on oversize linework. If we further reduce the plan to N scale, presumably 1:164, most of the intermediate linework would disappear, leaving the plan useless. Unfortunately we do not have the volunteer staff available to draw the plan twice so we request N scalers to use the plans as printed with an N scale rule. Of course, we would welcome the efforts of a draughtsman to work specifically in N scale and keenly await the many offers.

May we point out that scaling from any size plan is not difficult and in fact more accurate models can be made by the process where only the measurements are taken from the plan and applying them to the model. — Editor.

Sir,

It was generous of Mr Jarron (his letter, December issue) to extend to me an apology which I humbly accept, although I feel an apology was by no means necessary. In our differing statements regarding the tuscan and russet livery, we were, in fact, both correct. The plus in all this is the correspondence generated on the interesting subject of colour schemes and I look forward to promised articles on liveries.

Moving now to the head end of the train, I have in my possession a cutting from the Sydney Mail of 7/3/34 comprising a short article titled 'Coloured Trains' written under the name of 'Pat Bushie'. After dealing with the reds, blues and greens, he continues:

"All of these are familiar sights to Sydneyites, but there is another coloured New South Wales train which runs many miles from Sydney and is only seen by the folks who travel to the extreme north of the State. Two chocolate-coloured 32 class engines, which harmonise very pleasantly with the big six-wheeled bogie cars of the Brisbane Limited Express, were recently turned out of the Honeysuckle (Newcastle) workshops, and journeyed to Casino to take over the run from that town to Brisbane, via Kyogle. In colouring these engines, the Railway Commissioners have added considerably to the appearance of the only New South Wales train to travel out of the State and on a line belonging to an adjoining State — the section from Melbourne Street (Brisbane) Station to the Border Tunnel, a distance of 68 Miles 65 Chains."

In light of the above, I anticipated reference to this would have been made by R.G. Preston in his book 'Standards in Steam — The 32 Class', but not so. On page 199 he gives the numbers of four of this class whose "sombre plain black was embellished with red lining" to improve the image of the Brisbane Express following the opening of the standard gauge into South Brisbane, but chocolate does not get a mention. Does any reader recall chocolate 32 class locomotives or was our friend 'Pat Bushie' slightly colour blind?

W.H. Davis,
Roseville, 2069.

Sir,

Regarding comments on origin of codes, AMRM News, December 1988, Issue 153, Vol. 13, No. 12, pp. 52 and 58.

My understanding is that the G in the GSV code stood for General insofar as the GSV was largely dedicated to sheep traffic but probably not entirely. My surmise would be that it was also used, at times, for other small livestock traffic, i.e. pigs, goats etc.

The same understanding applies to the use of G in the GLV coding which has been used on a number of occasions. In other words, these louvre vans were intended for General traffic and not specifically dedicated to any one particular type of traffic.

In the case of the HLV (another slightly odd one), my understanding is that the H stood for Heavy, a reference to the

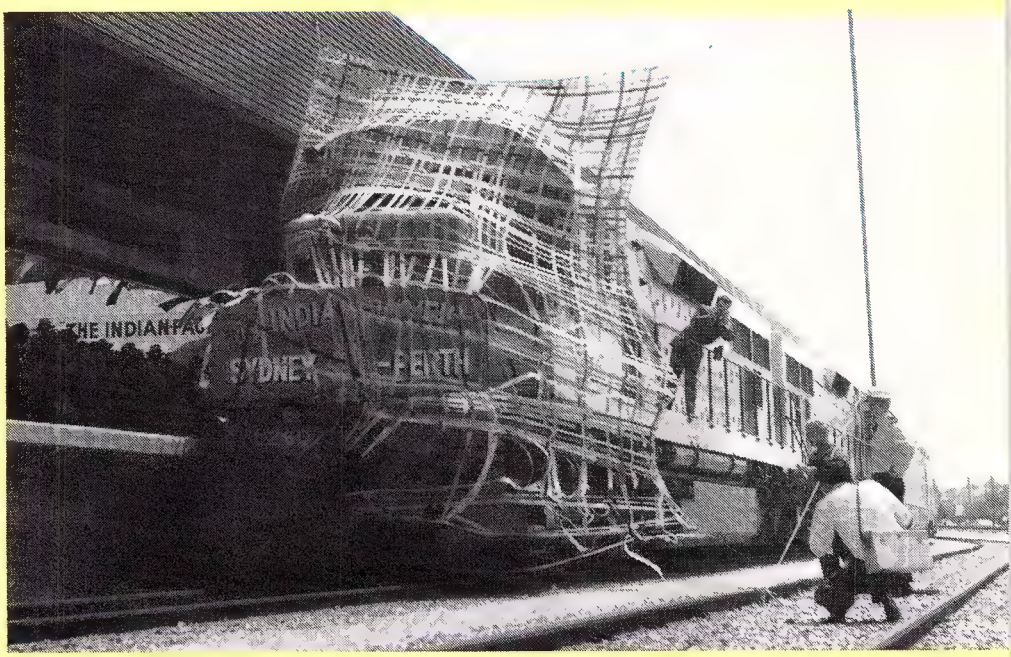
Continued on page 65.

THE MANY LIVERIES OF THE WAGR 'L' CLASS

by Joe Moir

The West Australian Government Railways purchased twenty five diesel locomotives from Clyde Engineering with delivery commencing in October 1967. Built at Granville, N.S.W. the locomotives were powered by the EMD 645E3 V-16 two stoke, turbocharged engine and resembled the North American EMD SD-40 class in style.

When introduced, they bought a lot of new features to the Australian Railway system, being the first large horse power engine in a Government system. At the time of introduction, they were also the most powerful locomotive in Australia and only Hamersley Iron's Alco 628 was, at 173 tons, heavier than the L class. They were the first Clyde built turbocharged locomotive as well as being the first fitted with AC-DC power transmission, the EMD AR10 alternator supplying power to the DC traction motors through silicon diode rectifiers. Classified as the GT 26C, it is fitted with a sixteen cylinder two stroke EMD 645E3 engine which develops 3,300 horsepower, 3,000 of which is available for traction. They are also fitted with dynamic brakes. It was not until the introduc-



Above : *It was a proud day for many when L260 and 261 headed the first Indian Pacific into Perth on the twenty-sixth of February 1970. Adrian Gunzburg's photograph of the blue liveried locomotives was taken at Midland while the IP was enroute to the Perth International Terminal.*

Right: *L260 was carrying the inaugural Indian Pacific sign and is the subject of photographers on and off the locomotive as it breaks through the ribbon to celebrate its arrival in Perth in February 1970. Adrian Gunzburg photograph.*

Above: *After the arrival of the inaugural Indian Pacific from the east, L268 hauled the empty cars from Perth Terminal to Forrestfield for cleaning. Adrian Gunzburg's photograph was taken as the train approached Mt. Lawley station.*

Left: *Prior to the completion of the standard gauge into Broken Hill, most Commonwealth and West Australian locomotives were delivered from New South Wales on transfer bogies from the Victorian based bogie exchange point to Port Pirie in South Australia, where they were refitted to their trucks. Lighter narrow gauge locomotives used four wheel freight bogies but the heavier WA K and L classes rolled on six wheel bogies. These came from under the tenders of Victoria's famed S class Pacifics and were painted VR wagon brown. A broad gauge flat wagon carried the standard gauge locomotive trucks, which were covered by tarpaulins, to Pt. Pirie and returned with the transfer bogies. Often the diesel on delivery was hauled next to the brakevan but some were also hauled next to the train engine. Typical delivery run is shown by 961 as it hauls K207 through Salisbury (SA) in the above photo by Ray Zeffert. Below Phil Curnow's photograph shows and L class attached to the FB wagon carrying the bogies.*

Below: *L259 at North Fremantle locomotive depot in August 1968. Adrian Gunzburg photo.*

Right: *L270 at Forrestfield in the original blue colours. Unless otherwise mentioned, all photographs by the author.*

Below: *L263 and sister unit at Kalgoorlie Loco. This photo shows how badly the paint faded on the original colours. Note the red primer showing through the light blue. Although these locos are six years old at the time of this photo, they are not heavily weathered.*

tion of the Victorian Railway C class in 1977 that any other state system turned to large horsepower, New South Wales waiting until the 1980s with the introduction of the 81 class to enhance the more efficient high powered diesel electric locomotive. NSWR of course had a 3,600 horsepower engine in 1957, but that was the electric 46 class.

The class was designed to operate on the then new standard gauge in Western Australia and were trialed in New South Wales before shipment to W.A. via Melbourne. On their transhipment journey, they were worked to Melbourne on the standard gauge, transferred to broad gauge transhipment bogies and hauled to Port Pirie where they were transferred back on to their bogies and powered to West Australia and the standard gauge.

Their transhipment through western Victoria and South Australia was interesting for their bogies were loaded onto a flat wagon which was coupled to the loco. These were then added to the end of a freight train with only the guard's van trailing.

One specific reference to the L class delivery was made in a SAR train notice dated 3/2/69. This notice advised that Western Australian Railways diesel locomotive L270 attached to FB8548 conveying 4'8½" bogies would be attached to train No.863 departing Mile End for Port Pirie on Monday 3/2/69. The precautions to be observed en route included the marshalling of FB8548 and L270 next to the diesel locomotive; that FB8548 must not be detached from L270 and that as diesel locomotive L270 had neither air brake nor the hand brakes operative and must be treated as a vehicle without brakes. The gross weight of the two vehicles was 174 tons and the Port Pirie Station Master was charged with the responsibility of returning the 5'3" bogies on FB8548 to South Dynon Diesel Depot.

The locomotives have seen general service in West Australia on the standard gauge, especially on some of the heavy bulk trains. They have also seen service in New South Wales and Victoria and more recently into South Australia on through running.

Liveries

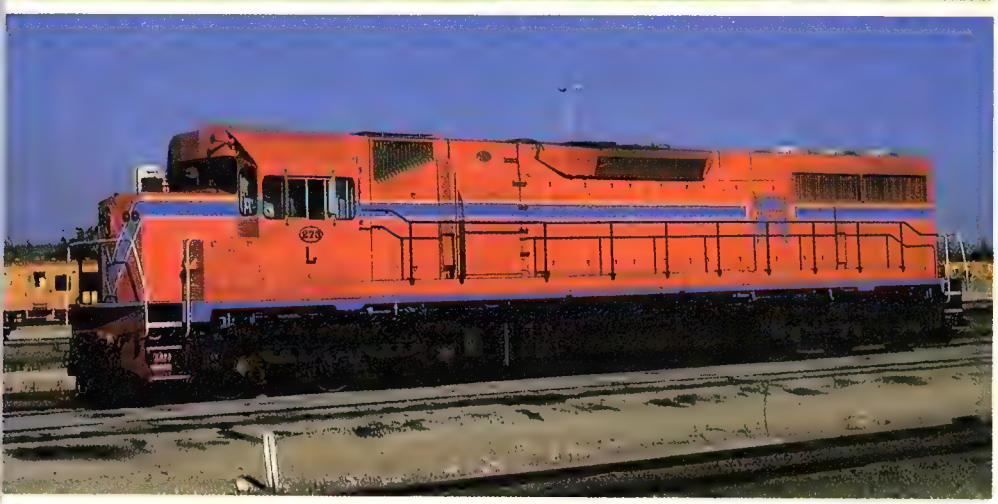
On the 25 Ls there have so far been nine different colour schemes.

The first 23 locos Nos. 251-273 were all delivered in the light blue two-tone colour scheme; these engines were all WAGR-owned. When the next two arrived in 1973 they introduced the dark blue colours; these two locos 274 and 275 were brought by Western Mining Corporation to operate the nickel trains from Kambalda to Kwinana and are serviced and operated by Westrail.

The next colour was the first in the search for a new easy-to-see colour scheme and the

Above Right: *L253 in the dark blue colours on a short super-phosphate train at the old Loop at Walliabup on the then single mainline between Forrestfield and Kwinana.*

Right: *L257 and a newly painted dark blue sister at Forrestfield Loco. Note the dynamic brake fans and cooling fans are all painted Silver. This is common to all of the L class.*



Left: *L266 in the pink undercoat livery.*

Below Left: *L256 in the first of the Westrail colour schemes. This was the first standard gauge unit to have the corporate image name on its side. Notice also the yellow axle box covers which first came out on L262.*

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engine used for the trial was 257. This unit came out of the shops in a deep orange body with a yellow stripe and black chevrons (J104 was painted the same colour).

The next was still an orange body but this time there were two yellow stripes. The two locos exiting the workshops in these colours were 255 and 262. The interesting thing about this scheme was that there were two types of paint used. These were going to be the standard colours for the system, with the narrow gauge being painted the same but with only one stripe. Five narrow gauge units were so painted.

Due to the type of paint the railways were using for these units (two part epoxy type) it caused an industrial dispute which led to the banning of this type of paint. As there was an on-going rebuilding programme, this led to the next series of locos arriving in traffic in pink primer. The standard gauge units painted in these colours were L263-266 and also nine or ten narrow gauge engines.

The first Westrail liveried loco was L256 which was painted at the same time as the first of the pink units for an exhibition at Kewdale Freight Terminal in 1975.

The first full Westrail engine was 260.

Since then there have been two more colour schemes, both of which have been painted on 268. The first was an overall white body with blue stripe. This colour never even made it outside the workshop as it was declared to be too bright, so the body colour was changed to a dark blue with an orange and white stripe and large Westrail lettering.

In 1987 Westrail commenced airconditioning the cabs of the L class and also fitted new windows to L251. The air conditioning plant was placed on top of the battery box forward of the cab. Other units converted for air conditioning included 255, 265, 257 and 258. No doubt many more have received this crew amenity.

NSW and Victorian Service

The Ls were seen in New South Wales during trials from the manufacturer and during transhipment to and from their service on the standard gauge in Victoria.

In the late 60s, the L class were seen on the NSWR rails when under test from the factory at Granville, then an outer Sydney suburb. During this period they were decked-out in the original two-toned blue livery.

In Victoria some of the blue liveried locomotives, on delivery to the west, were used to haul trains on the standard gauge and their performance recorded. This testing period was over a brief spell in early 1969, and one unit observed in these trials, L272, was noted in Adelaide a week later.

Above Left: *L255 in Westrail colours on trial in the Avon Valley. This was during the upgrading of the standard gauge which is why the engine is running on the wrong line. Note the battery box doors are missing on the short end nose. This unit also has the white safety handrails on both ends.*

Left: *L273 at Forrestfield with the napsack spray mounted on the short end steps for use on grass fires; these were carried in the guard's van but since the two-man crew trains there are no vans.*

Above: *Two Ls on a loaded iron ore train at West Toodyay. This clearly shows the difference between the blue colours.*

Right: *L268 in the latest trial colours. This is a repaint of the short lived white livery illustrated over page.*

The Queensland built, Western Mining owned Ls (274 and 275) were delivered in the blue livery in 1973. They were restricted to a 40mph speed through NSW while they were trialed (over a month) and then delivered to Western Australia via Broken Hill.

In 1983, during a period of acute locomotive power shortage, the Victorian Railways hired locomotives from Australian National and Westrail. Among these were L252, L253 and L257, all in the orange and blue lined Westrail livery. They were hauled dead attached to Albury behind NSW locomotives, 252 being hauled behind 8109. The Ls were used on almost every type of service possible on the Victorian section of the 'gauge'. (The standard gauge line in Victoria is colloquially referred to as 'the gauge'.)

L252 arrived in Victoria on 18/10/83, entering service on 9/11/83 and departing on 2/11/84 after having travelled 173,790km. L253 arrived in Victoria on 7/10/83 entering service on 28/10/83 and departed for WA via Albury on 9/11/84 having travelled 225,420 km in Victorian service. L257 arrived on 22/6/84 and commenced service on 15/7/84 being returned to WA on 2/9/86 after having travelled in excess of 421,055 kms. after the former two units and was not returned until April 1986. The delay in being placed into service was due to operation modifications applied at Dynon, a similar delay being applied at the returning end to put the locomotives back into their original condition.

While in Victoria, to differentiate them from the L class electric locomotives they were coded the WL class.

Above Right: *Taken at Forrestfield this photograph displays the difference between the orange liveries, which is an indication as to which paint stands up the best to the hot western sun.*

Right: *Quad Ls on 1123 goods. L266 in pink leads L275 in dark blue livery second while two other similarly painted units follow.*

L262 was the first and only L class rebuilt at Forrestfield locomotive depot. Photograph by P. Melling

The author driving L251 in its third colour scheme. The wagons being unloaded are NSWR grain wheat hoppers. This being the test train — there were ten wagons in the consist. Eventually there were 50 or 60 wagons leased for the 1982 harvest.

Arguably the most attractive livery applied to the L class or any other Australian diesel locomotive. Unfortunately L268 never left the confines of the Midland Workshops. Deemed too bright, its livery was changed to a Dark Blue with an Orange and White stripe and large Westrail lettering. Photographed by Nick Pusenjak on 25/7/84.

Modellers seeking accurate examples of the L class workings in Victoria should consult Newsrail, where many informative photographs illustrating the Ls at work are featured.

Through Working

As Australian railway systems sought greater efficiency from their systems, the through running of locomotives was put forward as one economy measure. This was trialed between Western Australia and Port Augusta in South Australia in May 1987 when L256 and L257 worked a freighter from Forrestfield (Perth) to Kalgoorlie. Then, with the addition of CL11, the train trialed to Port Augusta with L256 being dead attached. The return working was with AL24 leading the two Ls to Kalgoorlie, leaving 256 and 257 to return the train to Forrestfield.

Reputably caused by Australian National's shortage of motive power, the use of Ls in South Australia and AN locos in WA continues to the present day. Australian National call upon the Ls when they have a motive power shortage, which always happens around a weekend. Ls used in this service included L251, 252, 253, 256, 257, 266, 267, 268, 269 and 270. Australian National locos on the through running included units from the AL and CL classes.

Queensland Ls

In 1971, Comalco purchased two GT 26C units from Clyde Engineering which were similar in outline to the WAGR L class. They were for use at their open cut mine in Weipa, on Cape York Peninsula hauling bauxite ore in aluminium hoppers from the mine to the stockpile. While almost identical with the L class they are ten tons heavier and are not fitted with dynamic brakes. They were trialed in Sydney in their blue-grey and cream livery with yellow headstocks, dark green bogies and yellow lettering. In 1988 the livery of the Comalco locomotives was changed to orange with black lettering. The two locomotives now have an 'R' prefix on its road number.

Acknowledgments

This article was compiled with the assistance of Bob Gallagher, Phil Dunn, Graham Ahearn, Phil Curnow, Nick Pusenjak, Graham Watson and Adrian Gunzburg. Information was gained from Newsrail from the Victorian Division of ARHS and NSW ARHS Railway Digest; the Western Australian Division of ARHS's Westland magazine along with Adrian Gunzburg's book, WAGR Locomotives 1940-1968; An Australian Diesel Locomotive Pocketbook by Peter Clark; Leon Oberg's Locomotives of Australia; and Richard Eslick from Rail Australia magazine. ■

Built at Granville, trialed around Sydney then shipped to Weipa on Cape York Peninsula Comalco's 1.001 and 1.002 add colour to the drab NSWR scene. Photographer Graham Ball caught up with the light blue WAGR L class lookalikes 1.001 at Delec on 21/12/71 and 1.002 at Penrith on 8/2/72. There are many physical differences between these two locomotives and the L class, including the absence of the dynamic brake bubbles on the sides.

WAGR L Class Livery

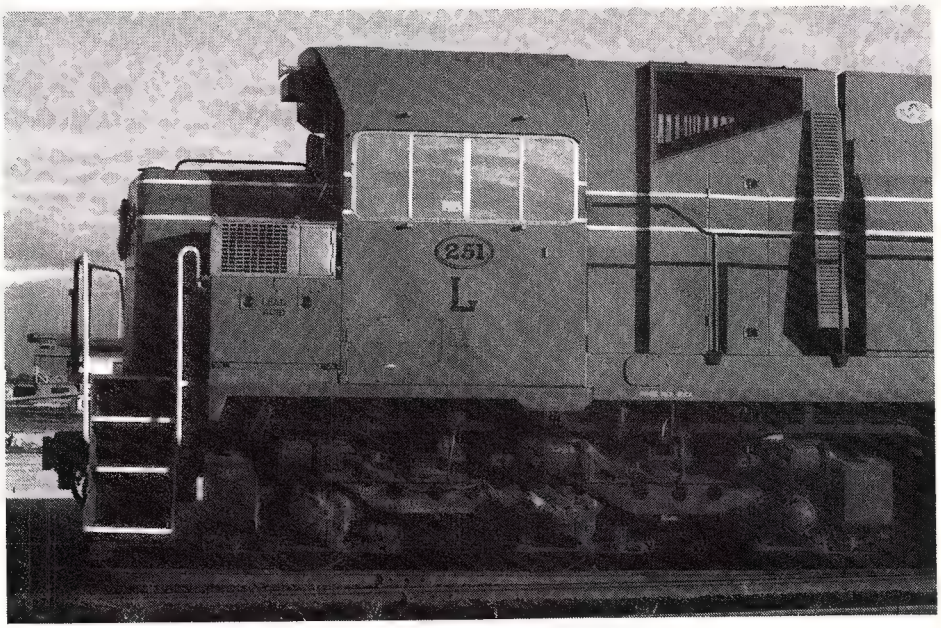
Number	Original Blue	Dark Blue	Pink	Comments
251	*	*		
252	*	*		Westrail livery 9/12/80
253	*	*		Westrail livery November 1980
254	*	*		
255	*			Note 1.
256	*			Note 2.
257	*			Note 3. Westrail livery April 1981
258	*	*		Paint shop 9/3/81
259	*	*		Outshopped June 1981
260	*	*		First true Westrail livery on L
261	*	*		In traffic 17/4/76
262	*			Note 4. Westrail livery 6/12/81
263	*		*	
264	*		*	
265	*		*	
266	*		*	
267	*			
268	*			Note 5. Westrail livery 10/76
269	*			
270	*			
271	*	*		Note 6.
272	*	*		
273	*			Last original Blue L
274		*		Note 7. Second last Blue L
275		*		Last Blue Standard Gauge Loco

Notes

1. The second orange colour scheme painted lasted to 17/8/81.
2. First Westrail engine painted August 1975
3. First orange paint scheme painted 1974, lasted to February 1981.
4. Only L class painted at Forrestfield lasted to October 1981.
5. The current paint scheme try-out engine.
6. 271, third-last blue unit, also last WAGR blue unit, went in for Westrail repaint in June 1981; returned to traffic August 1981.
7. 274 to the shops for repaint 8/2/82; in traffic 5/5/82.

EDITOR'S NOTE: The building of a W.A.G.R. L class from an Athearn SD-40 was covered in an article by John Bevan in the January/February 1970 issue. A plan was also included in the article. As this issue is now out of print, the Service Division of the Southern Cross Model Railway Association is offering the complete article in photo-copy form for $1.56, postage included. To obtain the article send $1.56 in 39c stamps to Service Division, S.C.M.R.A. , P.O. Box 235, MATRAVILLE. 2036.

1988 saw a livery change for the Comalco units and the new livery is shown here with R1001 at Weipa. Bob Hawkins photograph by courtesy of Rail Australia.



L251, the first of the class to receive air conditioning as well as the new cab windows. Photographed at Forrestfield.

VLDX LOUVRE VAN CONVERSION

Peter T. Ennis describes the conversion of two N scale Fybren Model's VLCX kits into a Victorian Railway VLDX louvre van.

Before actually tearing into the project, read the text, and study the drawings and photographs. Note that the kit sides have been divided up into sections and, in the text, these are related to by letters. The VLDX is really a stretched VLCX so it is just a matter of adding some bits and pieces. Let us get on with it.

Prototype Imperial dimensions used in this article. These dimensions can be read off a Walther's scale rule. The scale used for this conversion was 1:160.

FYBREN KITBASH

Requirements

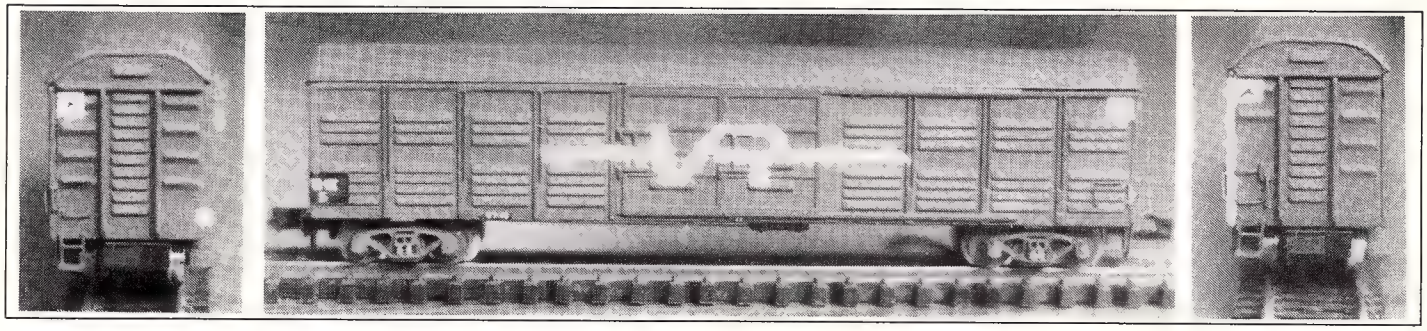
- Two Fybren VLCX kits.
- Bogies and couplers of your choice.
- 0.010" and 0.020" Styrene sheet.
- Walther's N scale rule.
- The usual assortment of modeller's tools.

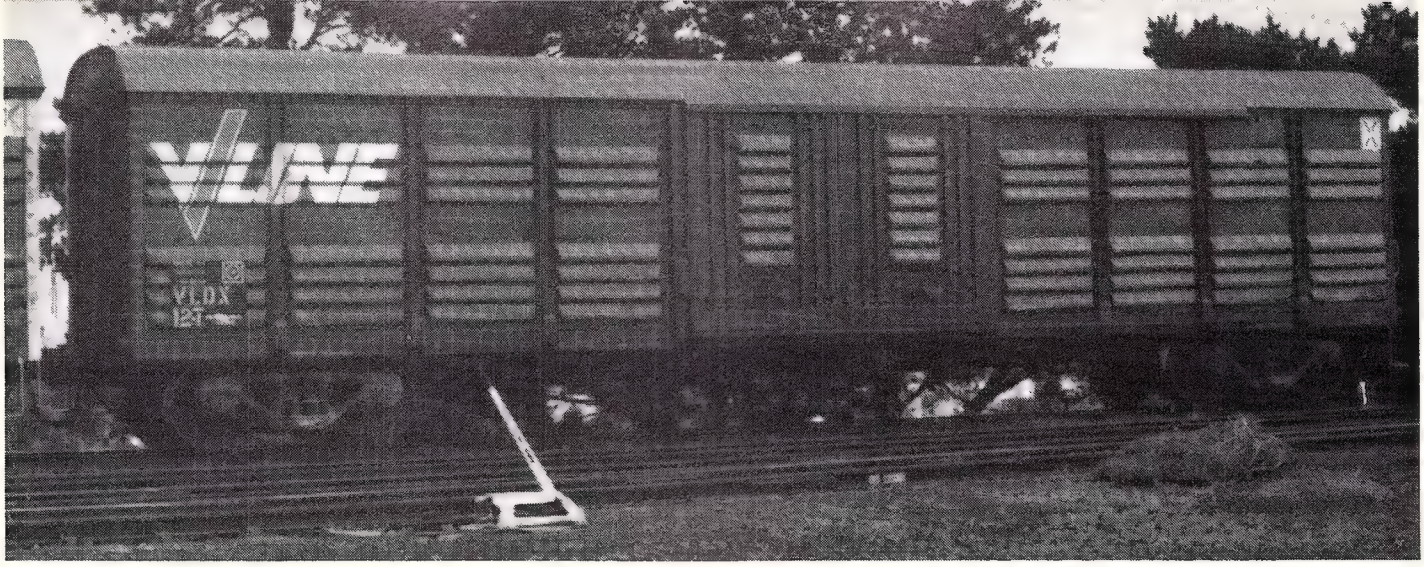
Side 1

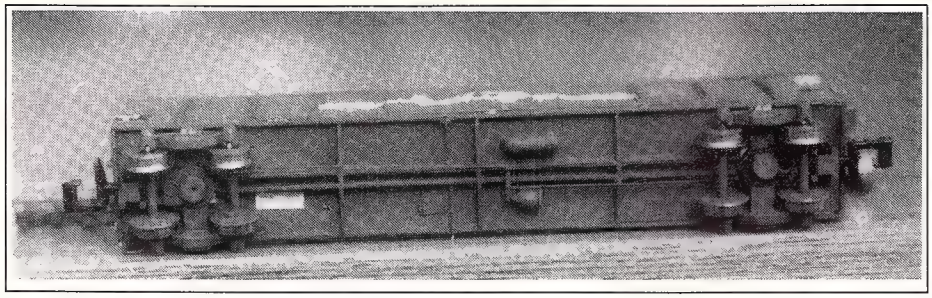
1. Remove two sides from one sprue, noting that the side of the VLDX will be formed from the one that has the doors opening to the right hand side.
2. Remove panel F cutting to the left of the strengthening rib.
3. Remove panels G-H and file to a width of 10'. Remove door runners and guides.
4. Remove panel J cutting to the left of the strengthening rib. File to 5' wide.
5. Remove panels A-B. File to 9'3" wide from left hand end.
6. Scribe a line vertically just clear of door X locking mechanism. Remove the section to the left of this line that was previously joined to panel B. Measuring from this line, trim this section to a length of 28'.
7. Glue panels A, B — G, H and J to C, D and E forming side 1.
8. Using 0.020" styrene cut out two sheets 51' x 7'6".
9. Glue one 51' sheet to the inside of side 1 as added support.

Side 2

10. Refer to step 1 before removing panel P (doors open to the right).
11. Remove panels Q — R. File to 10' wide and remove door runners and guides.
12. Remove panel T and file to 5' wide.
13. Remove panels K — L. File to 9'3" wide from left hand end.
14. Scribe a line vertically just clear of door Y

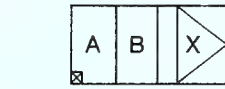


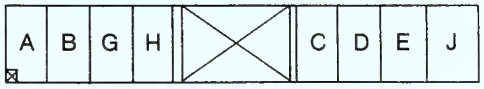


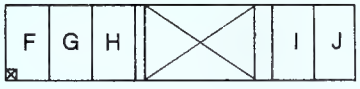


V/Line VLDX louvre van at Tottenham in September 1987. Photographed by Norm Bray, the VLDX differs from its more numerous associate, the VLEX by its overall length, and narrower doors.

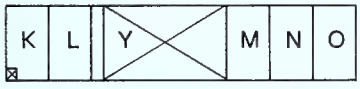
Text continues overpage.

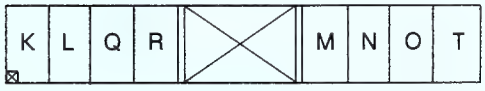


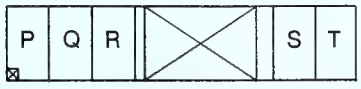




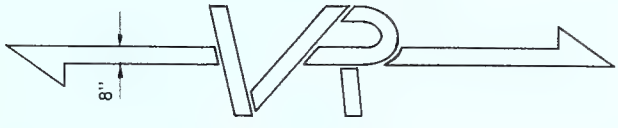
Side 1.



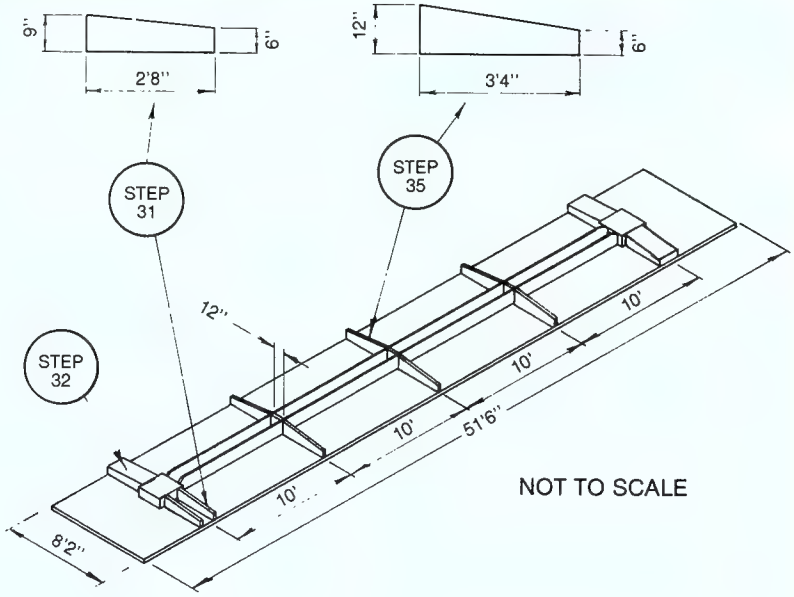




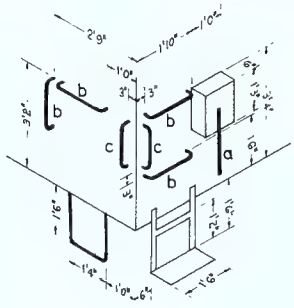
Side 2.



NOT TO SCALE



NOT TO SCALE



HANDRAIL LAYOUT SIMILAR EACH END. HAND BRAKE ONE END ONLY. NOTE: Side handrails not fitted non brake end.

a. Handle 2' long
b. Handrail 1'6" long
c. Handrail 1'4" long

locking mechanism. Remove the section to the left of this line that was previously joined to panel L. Measuring from this line, trim this section to 28'.

15. Glue panels K, L – Q, R and T to M; N and O, forming side 2.

16. Glue one 51' styrene sheet (refer step 8 and 9) to the inside of side 2 as added support.

17. Remove two ends from one sprue. File off the hand brake and hand rails.

18. Glue sides and ends together.

I decided to make my own floor and bolsters although the floors from the kit could be used.

Note: The following dimensions are actual and not prototypical.

19. From 0.020" styrene make the floor 51'6" by 8'2".

20. Before gluing in place, determine the exact centre line and lightly scribe.

21. Cross brace internally the sides and ends for added rigidity to prevent old foe, warpage.

Roof

22. Trim one roof to 39'6".

23. Cut and trim the other roof to 13' and join both sections.

24. Add weights, keeping in mind that for N scale this wagon with its cross bracing etc. is rather hefty.

25. Dry fit the roof, adjust as required and then glue.

That actually completes the kitbash. The fitting of bogies and couplers will be determined by the brand you use so the following procedure is only applicable if using Con-Cor bogies fitted with Rapido couplings.

26. From 0.020" styrene cut out six 2'9" squares.

27. Glue three together forming two blocks 0.060" high. The aim is a wagon height of 13'9" above rail head.

28. Determine the centre of each block and drill a 0.0625" dia. hole.

29. On the wagon floor mark a point 6' from each end and draw a line across the floor at right angles to the centre line.

30. On the bogie support block (step 27), mark the centre on each side. Glue to the wagon floor so that all points line up; check that the bogie centre pin hole is central before the glue dries.

31. To complete the bolster, make eight angular pieces and glue in place as per the diagram.

32. Glue 0.010" styrene 1'6" wide by 3' to the angular sections boxing in the bolster.

33. Trim the bolster so that the wagon sits upright and steady on both bogies.

34. Using 0.020" styrene cut out two sections 38' by 1', and glue between the bolsters 3" off the centre line.

35. At 10' intervals glue in place floor supports as per diagram.

36. From 0.010" styrene make up the handbrake.

37. Attach hand rails and shunter's steps. When the wagons were built the hand rails on the sides were not fitted.

Paint the wagon Russet Red and decal to the era that you model. If you decide to use the decal supplied with the kit, I suggest you use the logo decal as a template and spray paint the VR logo to the wagon side. My reasons are that the decal will not form to the wagon side properly because of the louvres locks and the decal is too fat, to put it technically.

Cut out the decal while attached to the cardboard to the dimensions shown. Prototype logo bands are 1' wide; cutting the decal to 8" allows for the overspray as the template is not flush with the side due to louvres etc. ■

VLDX (VHX) Prototype Dimensions

52'2"	Over end sills
13'10"	Overall height above railhead
9'10"	Maximum width
50 ton	Capacity (or 4115 cu. ft.)
	25T 19cwt Tare
1-20	Service numbers

AMRM NEWS

Compiled by Bob Gallagher

Despite our pessimism the last issue was received by most subscribers before the hobby shops received theirs. This was bought about by some excellent work by those who we criticised previously.

Collectors Beware

With the release of a new set of chinaware, railway collectors have been given the chance of adding some different items to their display. Several items make up Wedgwood's Thomas the Tank Engine range, now available from the Wedgwood Collectors Society, PO Box 527, Pennant Hills, 2120. The range comprises two plates, two oatmeal bowls, a mug and an egg cup.

Naturally designed for the young who all appear to have a solid fascination for the Rev. Wilbert Awdry's stories, there is little doubt that many older 'young' people will receive these items either by gift or direct purchase. The plates feature Thomas and Henry, the bowls Thomas and James, with Thomas on the Mug and Gordon on the egg cup. The items are available separately or in gift sets. A 1989 Thomas The Tank Engine birthday plate is also available.

Stamp Corner

Australian collectors should have been aware of some of the stamp oriented items associated with the visit of the Flying Scotsman to Australia. A special cover travelled to Australia in the cab of 4472 and was postmarked at Doncaster (UK) and Doncaster in Melbourne. Another cover was prepared by Australia Post for their 200 club. It was marked with a special postmark and travelled on the Flying Scotsman's October 31, 1988 trip from Melbourne to Seymour. Copies of this cover were available from Australia Post and the Railfan Shop.

Traction enthusiasts will be catered for in Australia Post's 1989 releases. First the green and cream Melbourne tram with the Arts Centre spire in the background will feature on a 60c aerogramme released on February 13. This will accompany three other pictorial aerogrammes that also feature Sydney °Harbour, a beach scene and Ayers Rock.

In October 1989, trams will feature on a stamp issue. While specific details have not been released by Australia Post it is believed that there will be five values featuring Sydney's steam tram, Melbourne's cable tram, Hobart's double deckers, Adelaide's horse tram and Brisbane's four wheel combination. As indicated these details have yet to be confirmed by Australia Post and it will be interesting to see how many special postmarks and covers carried on trams are produced.

More cinderella mini-sheets will be produced this year, including NSW RTM's sheet on 3801 and Flying Scotsman, and sheets from Puffing Billy and Pichi Richi Railway Preservation Societies.

Poor Service

From time to time we receive letters complaining about the quality of service given by an advertiser. Generally these are from readers who, because of their location, must make their purchases by mail order. We do not generally become involved in individual cases but often make enquiries at the shop end. Sometimes however we find that the customer has only told us part of the story. There are often simple reasons for a lack of response to letters. One is the lack of return address. Another is the unavailability of a list the enquirer might be seeking, or the courtesy of a stamped addressed envelope big enough to contain the material requested.

The first problem is more common than might be thought. Whenever making enquiries or placing an order, *ensure* your return address is on the order form. It is useless to suppliers on the envelope flap for this is the first part commissioned to the waste bin. Currently AMRM has four such orders awaiting a 'where-is-it' communication from readers seeking back issues or indexes.

The second problem is that there is a general belief that all Australian hobby shops and suppliers have detailed lists of their products. Some don't. If a supplier does not mention a list or catalogue in his advertisement it is probably because he does not have any available. In those cases it is best to *ask* if they have one.

Thirdly, regarding stamp addressed envelopes. A 39 or 60 cent stamp and a self-addressed envelope is not much for anybody requiring a reply, but for a busy retailer the time and nuisance value of having to address a large number of envelopes, plus the cost of postage of such items, is of serious concern. Not only is it courteous to supply the 'SSAE' but it makes downright good sense too; when you know all the retailer has to do is pop his list into your envelope, the chances of getting it, and quickly too, are very much greater.

Of serious concern to us in letters we get from readers are the claims of money being sent but no goods returned. Some 'traders' in the past have been caught and judgements passed against them but, thankfully, we know of none who are operating at present. Unfortunately we cannot publish the names of these organisations because of the complexity of Australian libel laws – one slip of the pen could result in a very expensive judgement against us instead of those we want to warn about. We do, however, still welcome letters, not for publication, about any justified complaints of such activities.

Trading by mail order overseas has higher risks of being defrauded than trading within Australia. We know, however, that Model Railroader, for instance, sometimes publishes a list of poor dealerships. They can do this because of a much freer legal system which exists in the USA. If the price of the model you want from overseas appears unreal, it may be just that – unreal. That is, the model may not exist in the dealer's shop. And from so far away letters, facsimiles and telephone calls can just be so easily ignored. Local hobby shops go to the effort of importing products for the benefit of Australian modellers. This effort is passed on in costs, but it so much better than risking your whole payment disappearing in some other inaccessable country.

Prototype News

In his mailbag letter in the February 1989 issue Brian McLaughlin correctly pointed out that we erred in not listing the NQIW skeletal container wagon in the new wagon listing in the December issue. We agree with Brian; they are very interesting wagons. Other conversions seen in recent times included ten NQIX and NQRX twin container wagons. The NQIX wagons were converted from the 45' (13.7m) HLX and GLX louvre vans and have been used to supplement the extensive NQIX class. The NQRX have been converted from JLX/NQJX louvre vans and have a very interesting appearance. It is understood that V/Line have also commenced removing the bodies off unwanted louvre vans for container traffic.

Off the container scene, a large number of louvre vans have been recoded for banana traffic. The NLLAs have been recoded NLBF. The vans have been modified internally where necessary, with a steel floor being fitted. On the exterior, apart from the code change, a drab yellow line has been painted along the lower edge of the body and in some instances up each end and along the top of the van side. Also in some instances some colourful advertising signs have been applied to plates affixed to the side of the vans. One is a yellow and green abstract of a banana and the other is an 'Unzip a Banana' advertising slogan. Further details of these vans will be included in a future issue.

Modern image NSWR modellers will no doubt be pleased to learn that Australian National's five-pack and two-pack container wagons have visited Sydney. If keen to put this information into a model – beware. The diagram of the five-pack which has been published does not accurately represent the five pack in service. There have been modifications that greatly alter the appearance of this 61m long wagon.

Containers and Wagons

AMRM is currently preparing a series of articles on this subject, aimed at the modeller who wishes to accurately model the subject encompassing a specific time span. It is early days yet but we have reached the stage where some photographic

Continued on page 60.

POWERLINE

MODEL RAILWAYS OF AUSTRALIA

First Edition

HO Catalogue 1989

LOCOMOTIVES

AUSTRALIAN NATIONAL BL CLASS
(NEW for 1989)

Australian National ordered the 3000 HP BL Class from Clyde Engineering as a direct development from their previous AL and CL class locos manufactured by the same company. The BL's incorporated many improvements in their control systems which resulted in higher tractive efforts than earlier locomotive generations.

The ten members of the BL Class run throughout South Australia on both Standard and Broad gauge lines. They also run into Melbourne and western NSW and are likely soon to run regularly to Sydney and possibly also to Perth.

This brand new model from Powerline includes all of the features of the SRA 81 Class model, including reversing headlights, white marker lights and red tail lights, high quality and accuracy of moulding, correct pattern bogies and underframe detail, and generally solid construction. The model has plenty of weight for adhesion and is also optionally available with two motors for even greater pulling power.

P211 Australian National BL Class
(Single Motor)
P212 Australian National BL Class
(Dual Motor)

Photograph shows hand painted pre-production model awaiting some additional moulding details and using a modified 81 Class chassis.

V/LINE Mk1 G CLASS (NEW for 1989)

As running on the Broad Gauge.

The five Mk1 G Class Locos were bought by V/LINE extending the batch of Australian National BL Class locos, made by Clyde Engineering, and are virtually identical to that model. To date the 3000HP G Class is the most powerful loco on the Victorian roster, and is used for a wide range of freight and passenger duties. It appears that V/Line will ultimately employ at least 33 G Class units.

This new Powerline model is correctly based on our Australian National BL Class model, and represents the Mk1 G Class as run on the Broad gauge in Victoria and South Australia. It includes all of the normal 81 and BL Class model features.

P216 V/LINE Mk1 G Class (Single Motor)
P217 V/LINE Mk1 G Class (Dual Motor)

Photograph shows hand painted pre-production model awaiting some additional moulding details and using a modified 81 Class chassis.

V/LINE Mk2 G CLASS (NEW for 1989)

As running on both Broad and Standard Gauges.

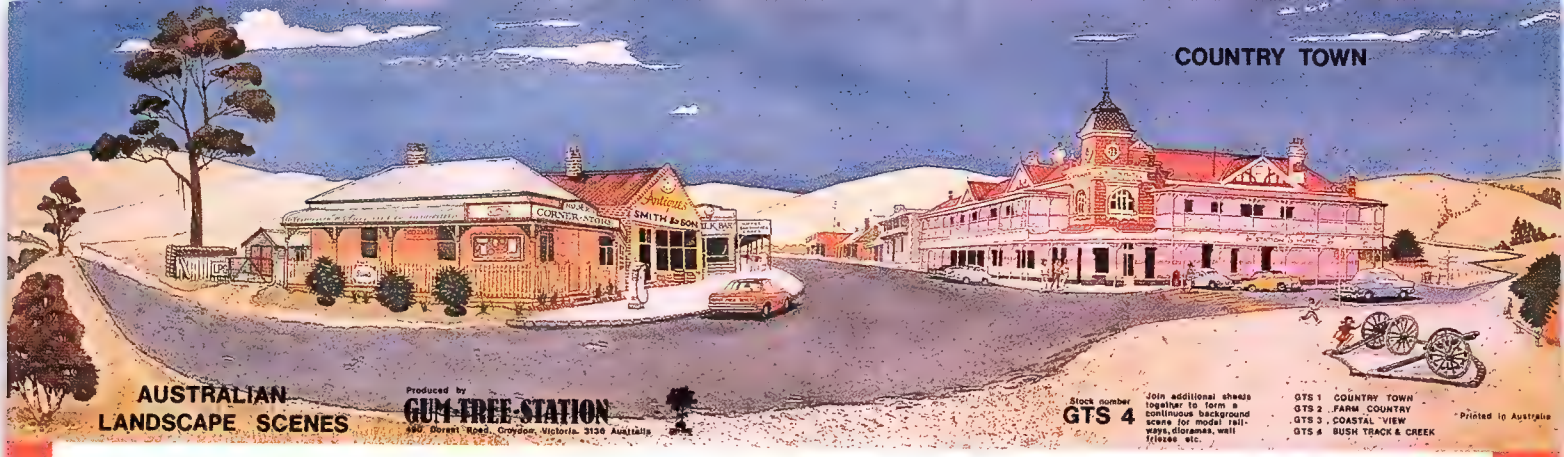
When the second batch (10 Mk2 units) of the G Class was ordered, the opportunity was taken to make a large number of detail improvements. The most obvious external changes included fitting air conditioning units in the cab roofs, and extensive modifications to the cab ends to improve the Multiple Unit connection systems. Other changes completely revised the design of the loco sides, and resulted in many chassis variations as well.

It is the Mk2 version of the G Class that also runs on the standard gauge line (9 out of 10 of them, at last count), between Melbourne and Sydney, and can be seen operating extensively doubleheaded with 81 Classes on both passenger and freight duties.

The New Powerline Mk2 G Class model has all of the features included in the BL and 81 Class, and has a completely new and accurate (for Mk2) body and chassis.

P221 V/LINE Mk2 G Class (Single Motor)
P222 V/LINE Mk2 G Class (Dual Motor)

Photographs on this page and the front cover of this catalogue show full-size Mk2 G Class locomotives at South Dynon Loco Depot, Melbourne.



POWERLINE N.S.W. PASSENGER CARS

The "S" Series 65ft Steel Passenger Cars were introduced by the then NSW Government Railways in 1935. Initially there were two types: FS (Second Class) and BS (First Class). They were operated as complete trains, and also as parts of mixed sets with other cars. Later on a number of cars were converted to BSR and RBS buffet cars.

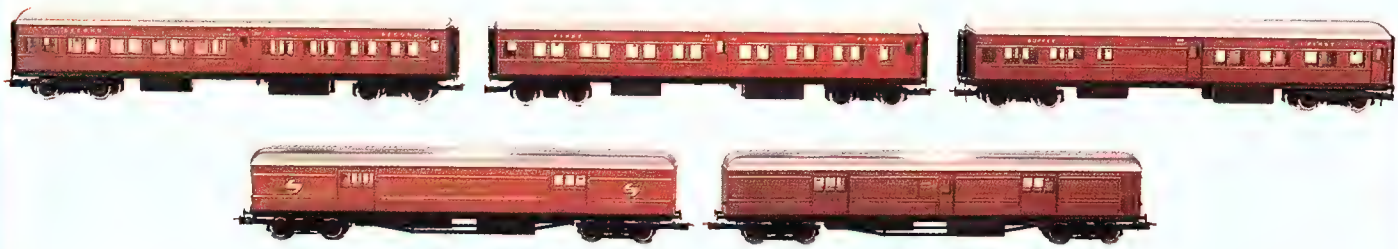
P403 MHO Passenger Brake
(Tuscan & Russet)

P401 BS First Class Coach
(Tuscan & Russet)

P400 FS Second Class Coach
(Tuscan & Russet)

When first released FS and BS cars had an elaborately lined out Tuscan & Russet livery. P400, P401 and P403 (MHO) are painted in the later post war rationalised Tuscan and Russet scheme.

The MHO was (and still is) the standard NSW Passenger Brake van, and a total of 55 were produced between 1925 and 1954. Some of the later VHO versions (originally fitted with end doors and corridor connectors) were later converted to MHO's.



P422 BSR Buffet/First Coach (Tuscan) **P421 BS First Class Coach** (Tuscan) **P420 FS Second Class Coach** (Tuscan)
P424 KB Mail Van (Tuscan) **P423 MHO Passenger Brake** (Tuscan)

These cars are finished in the familiar lined Tuscan livery, and are suitable for both Steam and Diesel haulage. Some NSW "Candy" cars have recently been repainted in this scheme for Steam tour operations.

All KB Mail Vans were converted from MHO's, some of which in turn had started out as VHO's. The Tuscan model has the SRA logo applied, as was common during the 1970's.

P443 MHO Passenger Brake
(Candy)

P440 FS Economy Class Coach
(Candy)

P444 KB Parcel Van
(Candy)

The SRA has now applied the modern "Candy" livery to most of its fleet of coaches and vans, including the above types. Note that by the time the KB's had received this scheme they were no longer classified as Mail Vans and had been re-designated as Parcel Vans.

LOCOMOTIVES

STATE RAIL 48 CLASS (NEW for 1989)

The 48 Class was originally 165 members strong, and represented the numerically largest class of Diesels ever to run in NSW. A 900HP ALCO branchline unit, they have also seen service on mainline freight and passenger runs, and are widely used as yard shunters. They often run in multiple with each other and with locos of other classes on quite heavy loads.

Variations of the 48 Class are operated by the Silverton Tramway (Broken Hill area), by Australian National (830 Class) and also by several railways overseas.

The Powerline model features a completely new drive mechanism and a new motor, and includes reversing headlights. It will be available in a variety of accurate and attractive liveries.

P230 SRA 48 Class (Tuscan) **P232 SRA 48 Class** (Candy) **P233 SRA 48 Class** (Red Terror)

Photographs show hand painted pre-production models.

AUSTRALIAN NATIONAL 830 CLASS (NEW for 1989)

Based on the SRA 48 Class, the AN 830 class are possibly some of Australia's most travelled locomotives. Initially purchased by the then South Australian Railways for use on all three gauges (3 ft 6 in, Standard and 5ft 3 in) in that state, they have also operated on loan in NSW for protracted periods.

A number of years ago a large number of these units were shipped to Tasmania, after AN took over the deteriorating TGR loco fleet. Although many are now reaching the end of their useful lives and are being replaced by ex Queensland Railways locos, maintenance staff have painted one unit, 852, in the TASRAIL variation of the AN (green and yellow) livery.

P236 AN TASRAIL 830 Class **P237 AN 830 Class** (Green/Yellow)

Photographs show hand painted pre-production models.

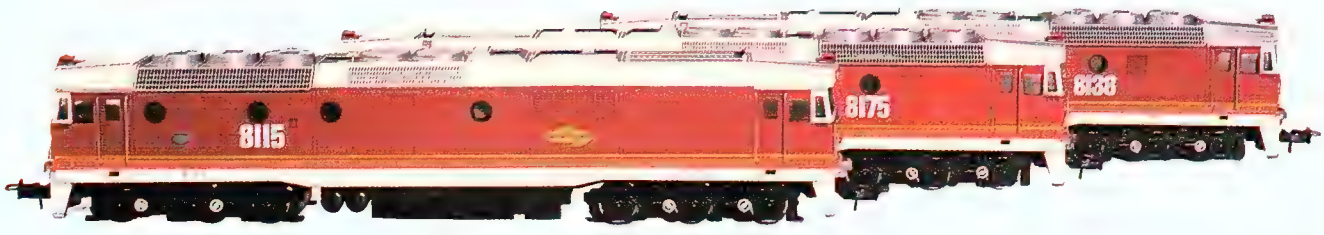
Courtesy of Michael Hicks, PLATFORM ONE, Fairymeadow N.S.W.

STATE RAIL 81 CLASS

When the 3000HP Clyde-GM 81 Class first appeared on NSW rails they heralded the start of a new era of high powered and reliable locomotives that could be used for both the heaviest freight and also for crack express passenger runs. 81's run in groups of up to 4 on heavy coal trains, and run singly and in pairs on other duties, which include Expresses to Melbourne and Brisbane, as well as the Indian Pacific and other western services.

When the Powerline model was released in 1988 it set the standard for all models of Australian prototype diesels to follow. Its mouldings are extremely accurate and detailed and have been compared favourably with hand made brass models. At just over 500 grams it was the heaviest model of its type to date, and the motor has the power to use that weight to pull long trains. Double motor versions are even stronger. Other landmark features include reversing marker lights: White on the leading end and red on the tail, as well as the usual reversing headlights.

The Powerline 81 Class continues to be available in 1989, with a total of six running numbers, and remains a popular model for all Australian layouts.



P200 SRA 81 Class (Unpowered Dummy Unit) (8175)

P201 SRA 81 Class (Single Motor) (8115, 8122, 8138, 8142)

P202 SRA 81 Class (Dual Motor) (8169, 8175)

WARRANTY

All Powerline Locomotives come with instructions and historical information, plus a 12 month Warranty. Most are available with several different running numbers, allowing double heading without the obvious duplication of loco numbers.

NEW PASSENGER CARS FOR 1989

P402 BSR Buffet/First (Tuscan & Russet Preserved Livery) *Photograph shows hand painted pre-production model.*

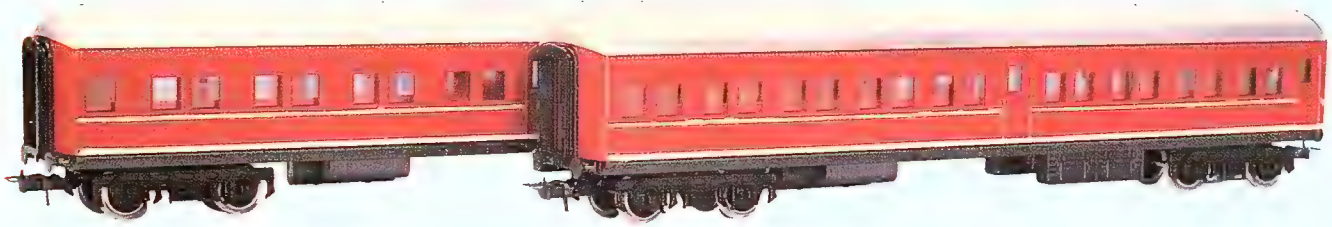
This new release version of the popular Powerline Buffet car is finished in the Tuscan & Russet livery it now carried in Preservation with the Australian Railway Historical Society. Photograph shows hand painted pre-production model.

P442 LIV Laboratory Inspection Vehicle (Not illustrated)

A special "once off" conversion of a BSR (itself one of three converted from BS coaches), continues in use today with the SRA as a mobile Laboratory. The Powerline model (due for release mid-1989) will have the correct windows blocked out, and be painted in the special tuscan livery with black and yellow striped body ends.

These passenger cars were purchased by ANR from the SRA (total of two BS and four FS) to supplement their existing passenger car fleet. The Powerline models will be finished in the correct ANR Red and Silver livery carried by the prototype.

Photographs show P460 and P461 hand painted pre-production models.



P460 ANR (ex-SRA FS) BD Coach

P461 ANR (ex-SRA BS) BC Coach

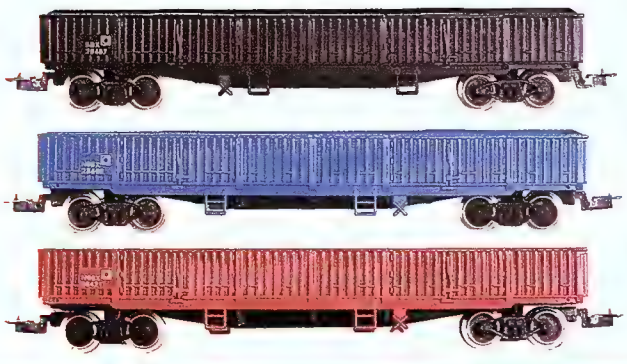
P441 BS (Ex-First Class) Coach (Candy) (Not illustrated)

Now that the SRA has started painting the prototype in Candy, Powerline will be releasing the BS in this livery during 1989, complementing the existing range of FS, MHO and KB vehicles.

SRA BDX/NOBX GONDOLA

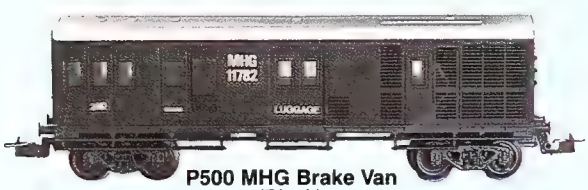
The Powerline model of the NOBX (formerly BDX) Gondola has now been upgraded with the addition of improved bogies, metal wheels and compact couplings, and is also available in SRA Blue and Indian Red liveries as well as the original Black. Powerline's policy for all scale model freight stock is to change the running number for each new production batch, so that over a period of time modellers can build up a protypical block of wagons without excessive repetition of running numbers.

P510 BDX Gondola (Black)
P511 NOBX Gondola (Blue) (NEW for 1989)
P512 NOBX Gondola (Indian Red) (NEW for 1989)

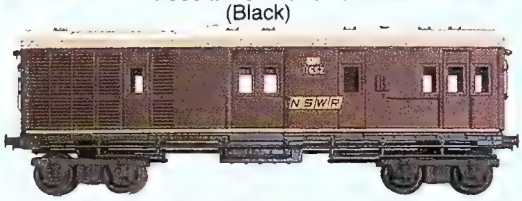


SRA MHG/NVMF BRAKE VAN

One of the most common brakevans to run in NSW, the MHG will return in 1989 in a number of new liveries. Modern versions will also include body modifications such as new guards "lookouts" to make them more accurate for the newer liveries.



P500 MHG Brake Van
(Black)



P501 MHG Brake Van (NSWR Tuscan) (NEW for 1989)

All versions now include improved bogies, metal wheels and Compact Couplings. Not illustrated, and also New for 1989 are:
P502 NVMF (MHG) Brake Van (SRA Tuscan)
P503 SRA Works Van (ex MHG)
P504 L550 Laboratory Test Van (ex MHG)

FREIGHTLINE SERIES

This is a series of freight vehicles which while the mouldings are not exact models of local rolling stock (most of them being originally made overseas for the giant USA market), they have been selected to capture the impression of Australian prototypes.

They are also very economically priced, and the painting/printing standard is high. Because all vehicles are fitted with plastic wheels suitable for PECO track, and with Powerlines own Compact Couplings, they are completely compatible with all other Powerline and other popular ready to run Australian prototype HO products.

HOPPER WAGONS

P600 Manildra Starches Hopper

Based on the specially painted hoppers used for flour traffic from the Manildra Mills near Bathurst on the NSW western line.

P610 Australian Iron & Steel Hopper
P611 BHP Hopper

Based on Hoppers used around BHP plants in NSW.

P660 ANR Short Hopper

Based on the general purpose coal and mineral hopper used in South Australia and Tasmania.

P601 Westrail Hopper (Not illustrated) (NEW for 1989)

This model will be released in mid 1989. It is the same vehicle as the P600 Manildra Hopper, but is finished in yellow with the blue WESTRAIL logo, as running in WA.

CONTAINER WAGONS

Container traffic is rapidly growing in all states of Australia, as it is all over the world. Countless styles are now seen all over the country. Powerline has selected some of the more common and interesting styles, and plans to introduce further liveries during 1989.

P620 Trackfast Container Wagon
P624 RACE Container Wagon
P625 ANR Insulated Container Wagon

P626 QR Refrigerated Container Wagon
(Not illustrated) NEW for 1989)

SINGLE DOME TANKERS

These single dome tankers use liveries authorised by major Oil Companies trading in Australia. Starting with a standard black single dome tanker, we have applied the correct load control, flammability warning and speed restriction markings, plus the approved company artwork.

P630 Neptune Tanker
P631 Golden Fleece Tanker

These Oil Companies have since been merged into larger concerns, however many modellers will remember their names and logos with great affection.

P640 Esso Tanker
P641 Caltex Tanker

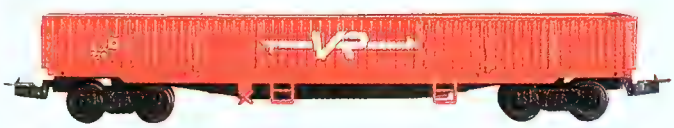
While these brands have recently adopted new corporate images, these more traditional styles are still widely in evidence.

P650 Shell Tanker
P651 Ampol Tanker

These models carry the latest corporate logos for two of the most well known oil companies in Australia.

GONDOLAS

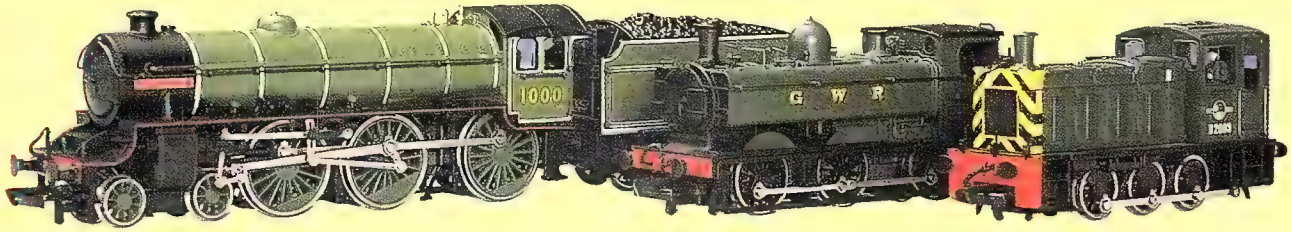
P670 VR Gondola (NEW for 1989)
P671 V/LINE Gondola (NEW for 1989) (Not illustrated)



This model is based on the Powerline SRA NOBX Gondola, which though not identical to the Victorian prototype, captures its image very well.

REPLICA RAILWAYS

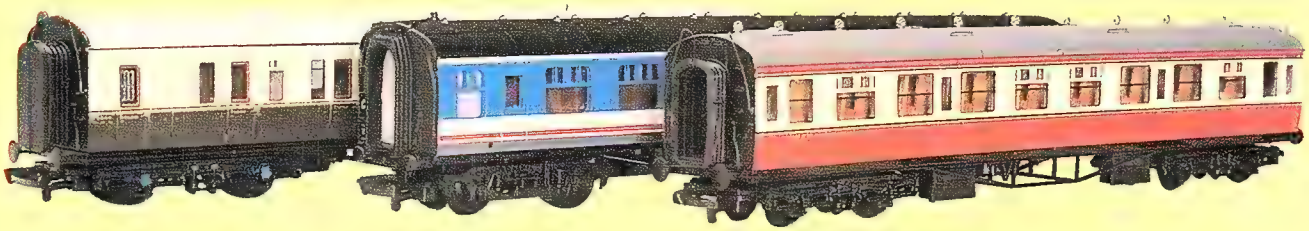
Powerline is the Australian Distributor for this fine range of 00 Scale British prototype models. All models feature finely detailed mouldings and accurate liveries. They have couplings compatible with all other leading brands of British prototype models. Full Replica Railways Catalogues are available for purchase through Powerline dealers.



RR11002 BR (Ex-GWR) Pannier Tank (Black) (Not illustrated)
RR11003 GWR Pannier Tank

RR11011 BR (Ex-LNER) B1 4-6-0 "Ourebi" (Black) (Not illustrated)
RR11012 LNER B1 4-6-0 "Springbok" (Green)

RR11021 BR Class 03 Shunter (Green)
RR11022 BR Class 03 Shunter (Blue) (NEW for 1989)



Replica also produce some of the finest GWR and BR coaches available today. Included in the BR range is a Brake, Full Third and a Buffet car.

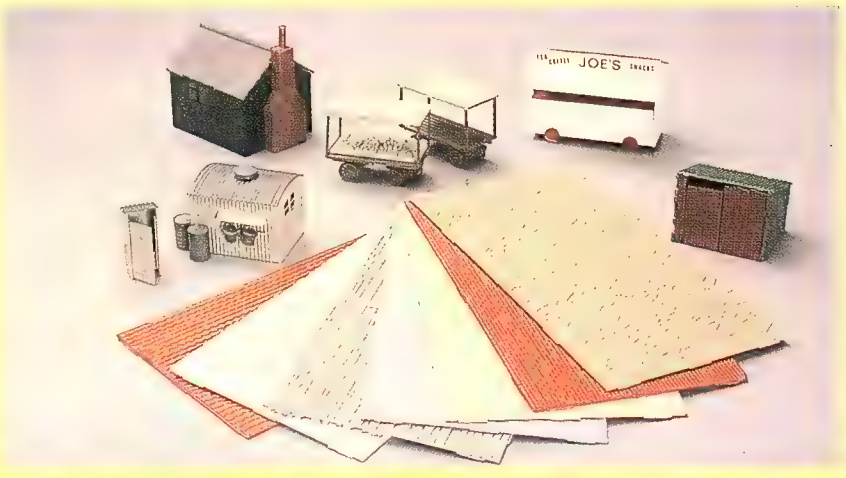
1989 will see the release of further new Replica Railways Locomotives, Coaches and Wagons. Watch for news and advertisements in the Australian Model Railway Magazine.

The above photograph shows some of the range of Replica Railways private owners wagons. Every livery is a Limited Issue, and several new versions appear every year. There is also a range of BR brake vans and modern Railfreight Hoppers.

WILLS SCENIC KITS

Powerline also distributes a wide range of pre-coloured injection moulded building and small structure kits made by Wills in the UK. The photograph shows some of these made up, together with some of the fine moulded building materials also available.

While essentially British in flavour, because of the close historical links between Australia and the UK many kits are also well at home on Australian prototype layouts. Our most popular Wills product is, unsurprisingly, corrugated "iron"!



POWERLINE

MODEL RAILWAYS OF AUSTRALIA

TRAINSETS

Powerline Trainsets are available all year round, and unlike many other brands include all premium quality components. Passenger sets include Powerline Coaches, while freight sets may include a mixture of Powerline and Freightline stock. Rust-free PECO Nickel Silver track is included, as well as good basic transformer. Also included is the Powerline Trainset Handbook, which includes basic instructions, trackplans, and many helpful tips for the new Model Railway hobbyist. Also unlike most other brands, Powerline trainsets come in a sturdy and attractive carton designed for continued use and to last longer than just the one day.

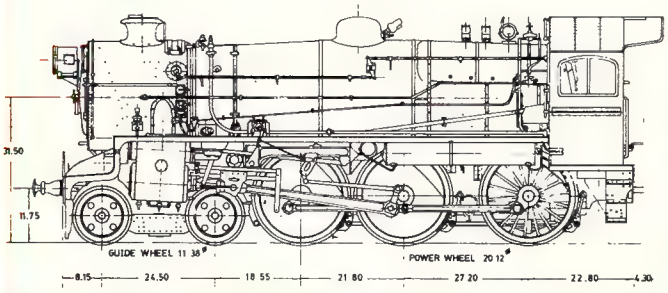
AUSTRALIAN COLLECTION

For collectors, and for people who already have a layout and therefore don't need the extra track and transformers, Powerline also have a series of "Australian Collection" packages. These include coaches and freight with or without locomotives, and once again only use the best Powerline and Freightline products, in a sturdy and attractive carton. The following packs are normally available.

P101 81 Class & 3 Tuscan Coaches
P102 81 Class & 3 Candy Coaches
P103 BL Class & 3 ANR Coaches (NEW for 1989)

P110 81 Class Container Train
P111 BL Class Container Train (NEW for 1989)
P112 G Class Container Train (NEW for 1989)

P150 4 NSW Tuscan and Russet Coaches
P151 4 NSW Tuscan Coaches
P152 4 NSW Candy Coaches
P153 4 Freightline Freight Cars



PROJECTED PRODUCTS

The following list covers products currently "on the drawing board". There is no guarantee that any of the products listed will proceed throughout to production, although that is obviously the intention, while at the same time it is very likely that additional products not listed will, in fact, become available.

For Release in 1990:
NSWGR C36 Class 4-6-0 Steam Loco
VR & V/LINE "Spirit of Progress" Coaches
NSWGR "S" Truck

For Release in 1991:
NSW Coal Hopper
V/Line Grain Hopper
C36 Class Variations

For Release in 1992/3:
New Diesel Loco
New Steam Loco
New Freight Vehicles

POWERLINE HO
Available from your Local Dealer:

Trade Enquiries to:

POWERLINE MODELS PTY LIMITED

PO Box 264, Penrith NSW 2750
Ph: (047) 39 6066 Fax: (047) 39 6260

Also available to the trade via: **RAILCO** (Brisbane) (07) 269 8127

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MODELLING VICTORIAN RAILWAY STRUCTURES

Part 2

A 30ft Goods Shed

Our structure for this article is a slightly larger sized goods shed than was featured in the October 1988 issue (No.152), the first article in this series.

It is an intermediate size shed, between the small one in the first article and the 40' type covered extensively in the March/April 1977 issue of A.M.R.M. (No.77). (Although this issue is now out of print, it is available in photo copy from from the S.C.M.R.A. Reader Service.)

A polyester resin kit of the 40' type is available from Broad Gauge Models.

As construction details are similar to those used for the 20' Leitchville shed in the first article we have restricted the coverage on the 30' shed to the presentation of the plan and photographs. ▪

Phil Jeffery continues the series on scratchbuilding V.R. structures. This issue an intermediate size goods shed is the subject.

Plan and photographs overpage.

The two photographs on this page illustrate the colouring of the V.R. goods sheds. Back in the north of the state at Cohuna, on 16/5/86, the track has long since been taken away, but the shed lives on as an APEX waste paper depot. A different style of 'bump board' has been used on this building, five boards rather than three — builder's licence. As at Lockington, the whole area has been painted up to the top board. Strap iron has been added to hold the building together. The location of roof plumbing and eave supports can be seen because of the paint scheme used. Photographs by Phil Jeffery.

Yinnar Goods Shed

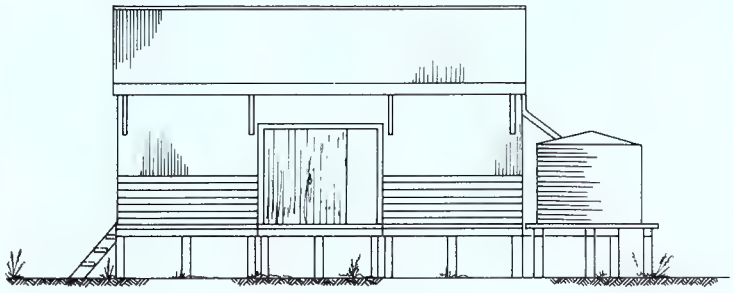
Photographed in 1974, one week before the closure of the Mirboo North line, was the Yinnar goods shed. The major differences between this building and the one at Lockington are — the use of a much larger platform on which the shed sits; protection or 'bump boards' have been put on three of the four sides of the building; there are louvres in both ends of the building and a door in one. All very obvious things but these items all help to give the building's unique character. A loading gauge is hung over the trackside door, and the end area under the eaves has been filled in with corrugated iron. The platform also sits on cast concrete stumps rather than redgum! Photographs by Phil Jeffery.

PHOTO COPIES

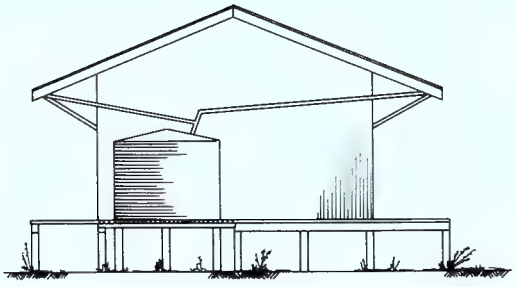
Photo copies of Phil Jeffery's article covering the construction of a V.R. 40' goods shed are available for the cost of three 39 cent stamps, plus a stamped (39c), addressed 100 mm x 225mm envelope. Send for the V.R. Goods Shed pack from:-

S.C.M.R.A. Readers' Service.
P.O. Box 235,
MATRAVILLE. 2036.

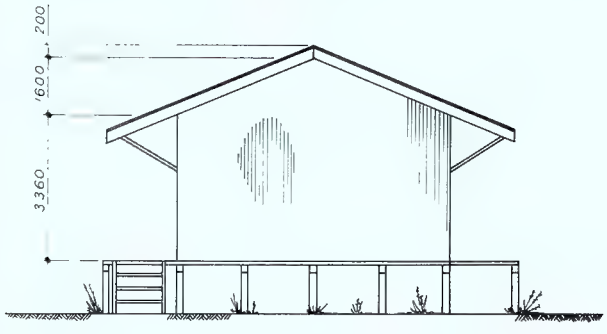
Illustrated below is the Lockington shed from the water tank end. Things to note in this photo are the downpipes and shape of the water tank top. The loading platform used here is an earth fill type, with a concrete block and rail facing. It is a completely different type to the one at Leitchville as shown in the plans in the last issue. Photo by Ron Wrigglesworth.



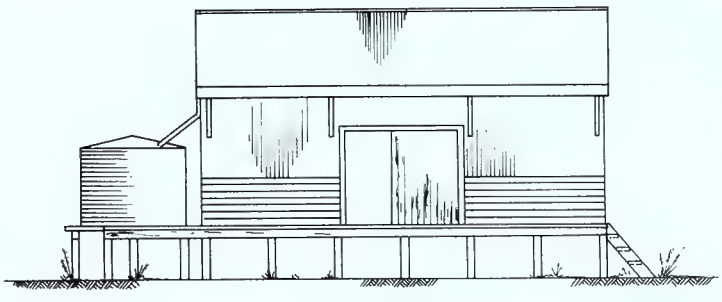
WEST ELEVATION



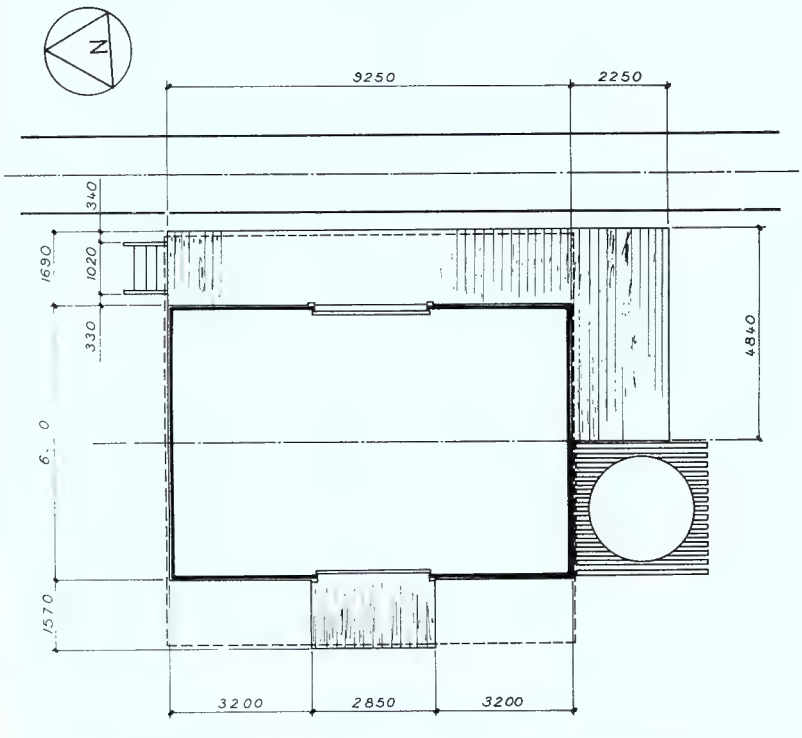
SOUTH ELEVATION



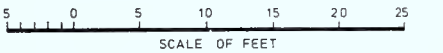
NORTH ELEVATION

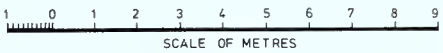


EAST ELEVATION



PLAN - GOODS SHED



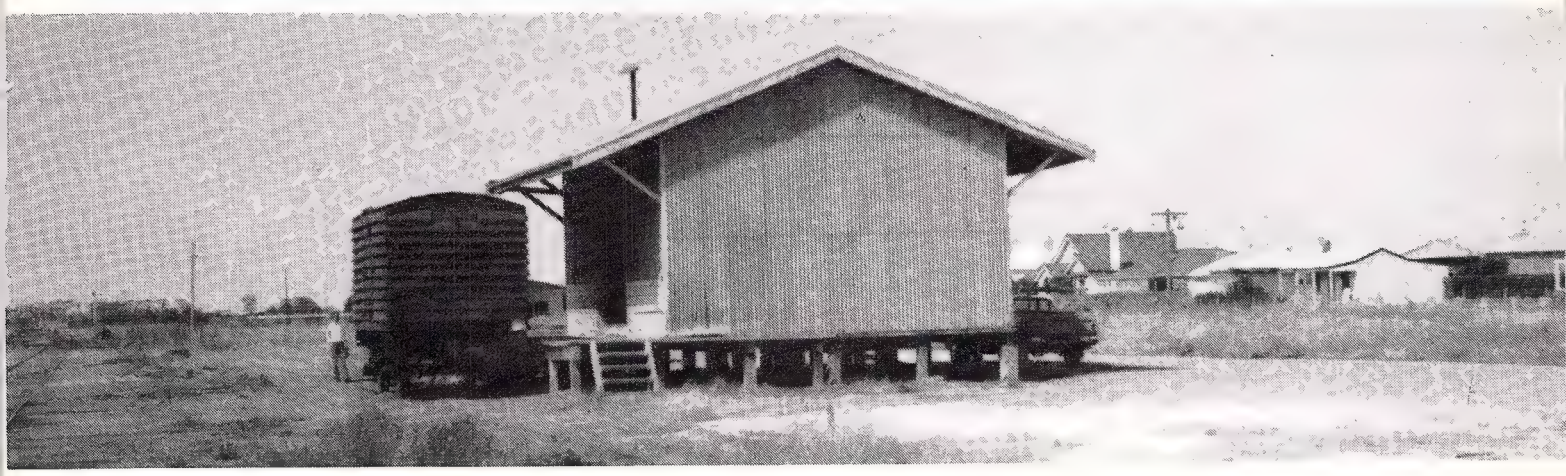


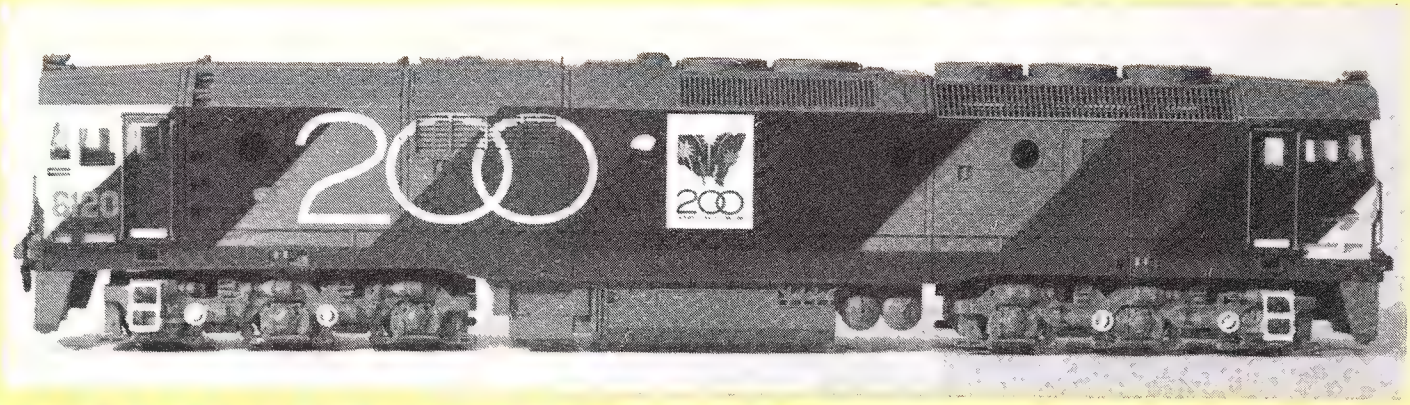
VICRAIL GOODS SHED
LOCKINGTON
COHUNA BRANCH LINE

Drawn from measurements obtained 27 2 1977

Drawn R Wrigglesworth *March '77*

Illustrated below is the subject of our drawing as photographed by Ron Wrigglesworth in 1974, at Lockington. Compare this shed with the one from Yinnar.





POWERLINE 81 CLASS MODIFICATIONS

Bob Gallagher details the fitting of bogie steps, Kadees and a little paint touchup to the Powerline HO scale 81 class diesel.

I guess the title of this article implies a little more than is going to be delivered as one small modification is being described. But, what's in a name. The object is to describe how to fix the steps on the bogies, fit the brake handles, add Kadee couplers and repair the paintwork on the Bicentennial liveried models.

Steps and Brakewheels

Upon opening the box, modellers are supplied with three detailing items; the bogie steps, the brakewheels and the multiple-unit cable.

The MU cable is readily put in place; the location holes are under the electrical panel and on the pilot. BUT, do not glue both in place. To do so would limit access to the motor. Secure the black multiple-unit cable to the body with MEK or Testor's liquid solvent and fit the pilot end without glueing so that it is easily unplugged.

The four steps are supplied along with a side elevation diagram for placement. I found fitting difficult as the plastic moulding did not appear to be the correct shape and they did not sit squarely.

Reference to the prototype photographs show that after cleaning the mouldings the steps almost clip into place. The lengthy bent mounting bracket straddles the wheel bearing and is secured on the side of the leading wheel housing. The other lower bracket is fixed to the side of the axle frame while the top bracket fits into the hole in the frame.

Correct fitment has the steps sitting down hard on the brake cylinder — in fact the prototype step is shaped around this cylinder. If the moulding does not sit down hard, shorten the top bracket.

When satisfied with the position, hold squarely in place and secure position with liquid solvent.

As shown in the photographs, the brakewheels sit about 50mm clear of the housing. On the model there are holes in the bogie moulding to accept the wheels. It is relatively simple to trim the wheel shaft and fit into the respective hole. Do not allow it to be mounted too far from the frame as they are the first thing broken when lifting the model off the track. Fifty millimetres is 0.57mm in HO scale, so the wheel must be fitted accordingly. Secure these in place with liquid solvent.

On the prototype, the brakewheels are a dirty white while the steps are a grimy black on the candy version and white on the Bicentennial livery. If, like me, you have either misplaced, lost or do not appear to have received any of these detailing components they are available as a spare part (Powerline No.P1207) which sells for $2.95 and is known as Steps, Brakewheels and MU connector.

Kadees

Kadee couplers are used by many modellers these days and the Powerline 81 is suitable for conversion. As long as they are mounted properly and well maintained Kadees are unbeatable and the Kadee No.5 is the most efficient in the range.

The first task is to remove the European type coupler. Simply remove the coupler retaining screws and then dismantle the body from the mechanism. Using a fine tooth saw, remove the coupler securing lug off the bogie moulding. Clean the surface so that the end of the moulding is flat. Next, build down the lower level of the floor adjacent to the coupler outlet in the pilot. Styrene is a suitable material and about 6mm of packing is required. The surface area covered by the packing must exceed the 8mm width of the coupler box but not be too long so that it impedes the pivot of the bogie. Sections 10mm wide by 8mm long are quite suitable.

The Kadee can now be mounted with a 10BA screw. The coupler mounting box MUST be in the centre of the locomotive body and MUST be clear of the bogie so that full movement is possible, so allow only 8mm of the box to protrude into the body of the locomotive. It's difficult not to sound like preaching but Kadee couplers on locomotives MUST be screwed in place; glue just does not hold over a period of time. Here the Kadee nylon screws are ideal and they fit nicely into a drilled and tapped 10BA hole.

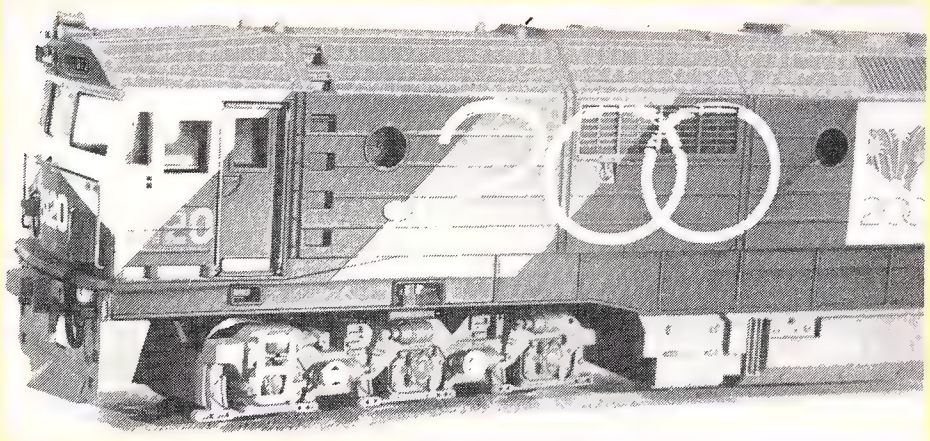
Once fitted there is now a gap in the pilot each side of the coupler. Sections of 0.040" (1mm) styrene, 4.2mm x 7mm long can be secured in place with liquid solvent. The pilots will require repainting, but this is a simple task. The candy version can be handbrushed with Scalecoat Graphite and Oil (or any Dull Silver) but ensuring that the sides of the pilots remain white. The Bicentennial version should be grey and Floquil Reefer Gray is suitable.

Of course, much of this conversion can be eliminated by using the metal casting kit from G&J Models which retails for $4.00.

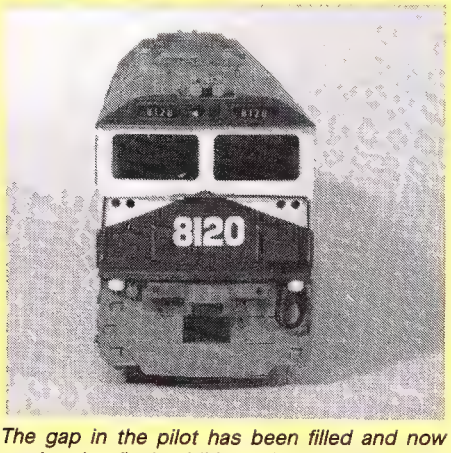
Bicentennial Touchup

While the paintwork on the Bicentennial version is very good, some models show the result of a deteriorating paint mask, especially on the roof line. With the need to repaint the pilot after Kadee conversion, the opportunity was taken to repaint all the underframe and the roof in a slightly darker colour. The body was removed from its chassis and the body

Continued on page 70.



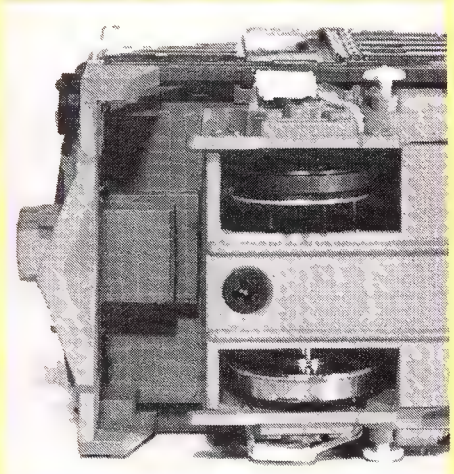
Paintwork completed, the only thing standing between 8120 and operation on the layout is the addition of the Kadee couplers. The location of the mounting straps on the steps are clearly visible.

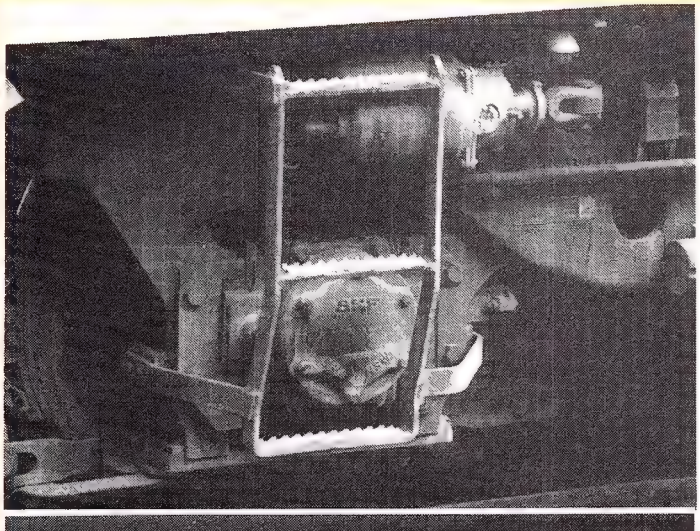


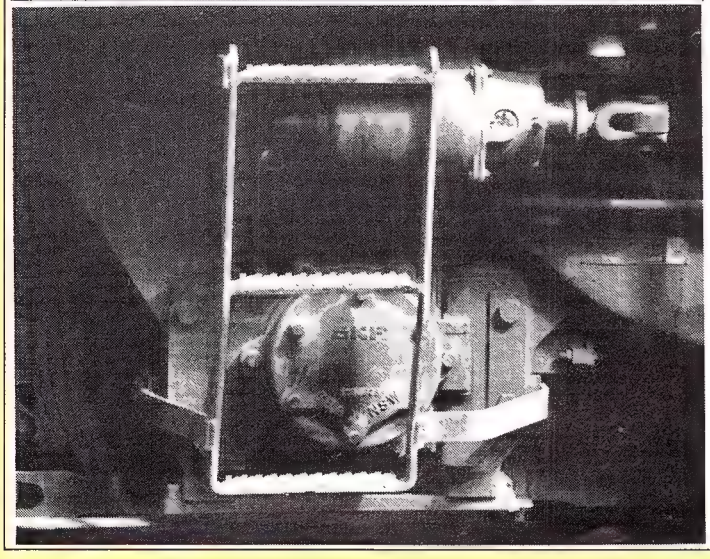
The gap in the pilot has been filled and now awaits the final addition of the Kadee No.5 coupler.

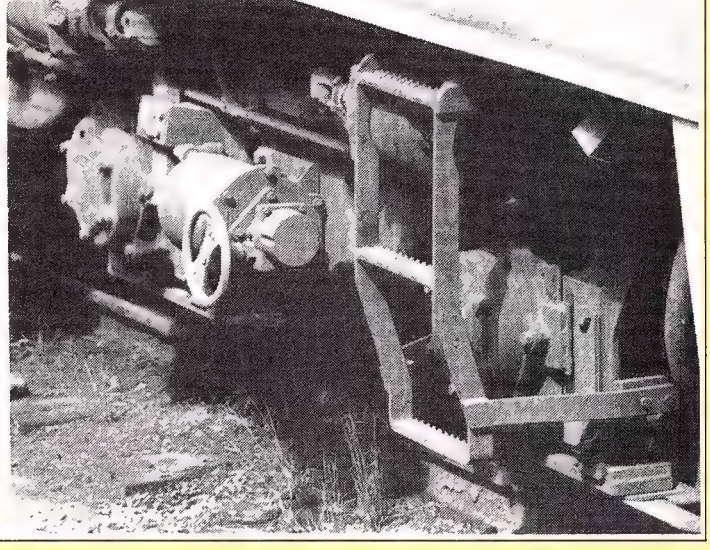
A modification for the rich and famous? In search of consistent operation with their brass locomotive roster, some modellers are fitting their Powerline 81s with Korean built mechanisms. Candy 8142 has been fitted with a Classic Brass Model 81 class mechanism, being built by Samhongsa and purchased from Casula Hobbies. The modification is extensive and includes complete removal and replacement of the fuel tank and adjoining equipment. The bogies and undergear were given a matt black finish, and the locomotive weathered.

The European couplers have been removed and the floor built up for the addition of the Kadee couplers. Note the clearance between this block and the bogies. Close observation will also find the lower straps of the steps. glued to the sides of the axle box frame.









81 Bogie Steps

These three photographs show the location of the bogie mounted steps and the brake wheels. Note how the step sits hard down on the brake cylinder while the brakewheel sits only a scale 50mm clear of its housing.

HD DEPARTMENTAL VEHICLES

Jim Leppitt describes the conversion of a Broad Gauge Models I wagon kit into an interesting Victorian Railways Departmental van.

Prototype

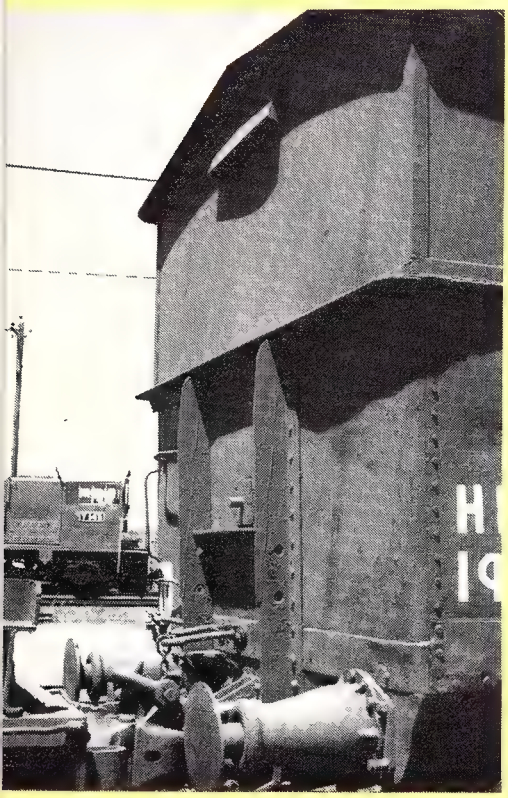
The HD class of wagon are Departmental Service Vehicles. The original HD wagons were former Deniliquin & Moama Railway Co. box vans plus some very ancient VR wagons coded H. The HD wagons now include former U (wooden body) louvre vans used for equipment storage, various I and RY conversions used for the transport of loco sand, and the subject of this article, I and IA conversions (fitted with extended sides and roofs) used by various railway departments for the storage of equipment. As at 6/3/82 there were 91 vehicles of the last group on the wagon register.

In this article I will give you sufficient information to enable the construction of an HD wagon utilizing a Broad Gauge Models I wagon kit.

Model

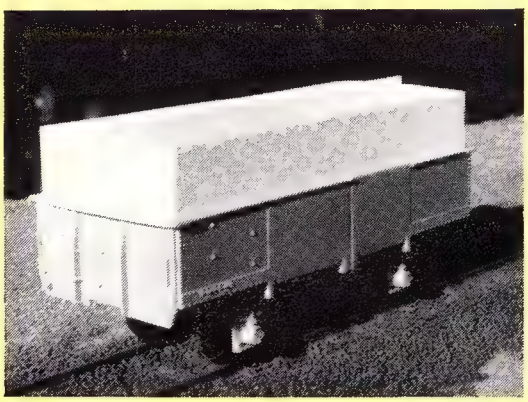
Remove all parts of the kit from the sprues and clean up carefully.

On the prototype the doors on both sides were removed with the large one replaced by a solid sheet of steel, and the small one with a full height door. To achieve this on the model it is best to remove all of the door detail, including the raised door posts, leaving only the top capping on the large door. This is best achieved by carefully slicing off the detail with a knife (watch your fingers), and then cleaning up the area with a small file. The door posts will be replaced with styrene strip later when the sides have been extended. As they are not required on the HD wagon, remove the two small brackets on each of the ends which are the

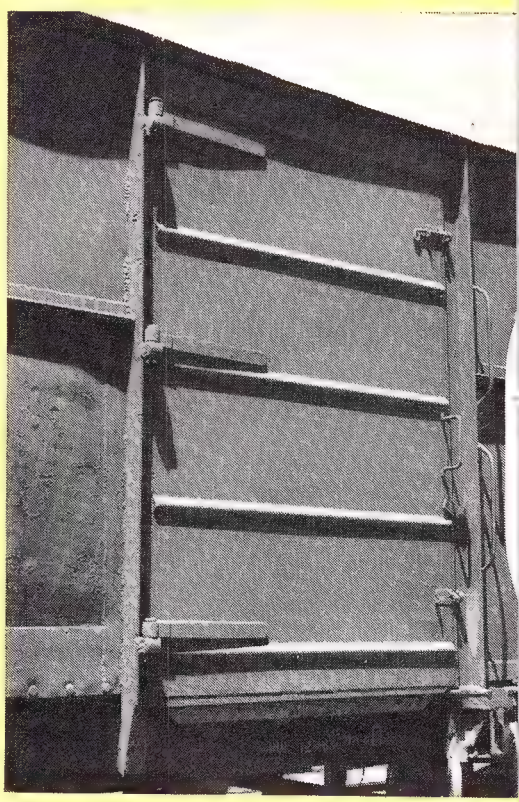


PARTS LISTING

For this conversion you will need:
1 Broad Gauge Models I wagon kit.
1 BGM PW3 brake detail kit.
0.010" (0.25mm) styrene sheet.
0.030" (0.75mm) styrene sheet.
0.020" (0.5mm) styrene rod.
1" x 2" scale Evergreen styrene strip.
1" x 4" scale Evergreen styrene strip.
4 buffers.
Couplers – Kadee 5s
Broad Gauge Bodies decals (various, see text).



Partly completed model.



ridge gear stanchion supports, and the bracket on top of each end which is used to hold the stanchions upright.

The wagon can now be assembled following the instructions supplied with the kit. However, because of the constant handling, the brake gear is best left until later.

From 0.030" (0.75mm) styrene, cut four pieces that, when glued upright to the inside of the wagon, will project 10.5mm above the top of the sides and form a complete box. Approximate measurements are 75mm x 22mm and 27mm x 22mm. Also, cut another piece of the same styrene to go down the middle of the wagon (lengthwise) to support the roof. This should project 12.25mm above the wagon sides to allow for the roof pitch.

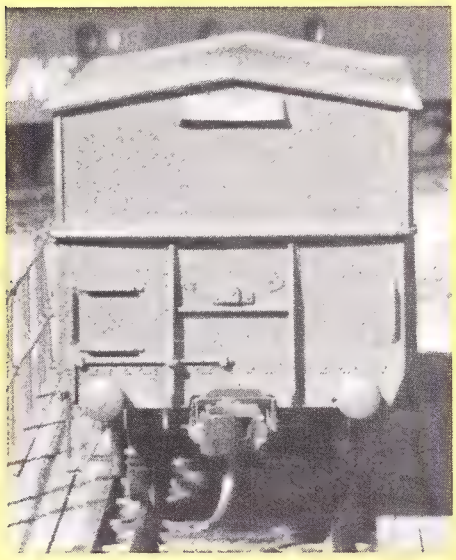
The box that you have now constructed inside the wagon body has to be covered with 0.030" styrene to form the upper sides of the wagon. For the sides cut two pieces 75.5mm x 10.5mm and glue in place. The upper part of the body should now be flush with the lower part where the doors are to be fitted. For the ends, cut two pieces approximately 30mm long, 10.5mm high on the outer edges and 12.5mm high in the middle to meet the peak of the roof. Glue in place and file all joints smooth.

The roof on the prototype is plain sheet steel, so cut a piece of 0.010" styrene 79mm x 32mm and gently score down the centre line lengthwise. Gently bend the styrene along the line and glue in place. This completes the basic body structure. All that is required now is to add the smaller details, but before proceeding study the photos carefully as they are an excellent guide to adding the detail.

The three main uprights on the side of the wagon are added by using scale 1" x 4" Evergreen styrene strip glued on edge. For the upright on the right hand side of the old large door, make a small cut in the capping (on the top of the old wagon side) to enable it to sit flat. A small razor saw or modelling knife will do this. When firm, file off the bottom 2mm on an angle as seen in the photos.

All the 2" strapping which has been welded to the prototype to add stiffness to the sides and ends can now be added by using short lengths of scale 1" x 2" Evergreen styrene strip. This is mainly around the new upper part of the body and the old large door.

The two large side doors are next. On the prototype these are sheet metal pressings; the five horizontal ribs are actually to strengthen the rather thin door. For the model use strips of the 1" x 2" styrene to represent these and the rather large hinges. Cut out two pieces of 0.010" (0.25mm) styrene, 14.5mm x 23mm and mark out the position of the five ribs; they are all evenly spaced. These are best glued in place before the door is glued to the wagon.



Once the doors are in place, use a very small length of 0.020" (0.5mm) plastic rod for the part of the hinge that is attached to the upright, and a length of scale 1" x 2" styrene strip (5mm) for the part on the door. Note that the doors open in different directions on both sides of the wagon, i.e. the hinges are on the upright closest to the end of the wagon.

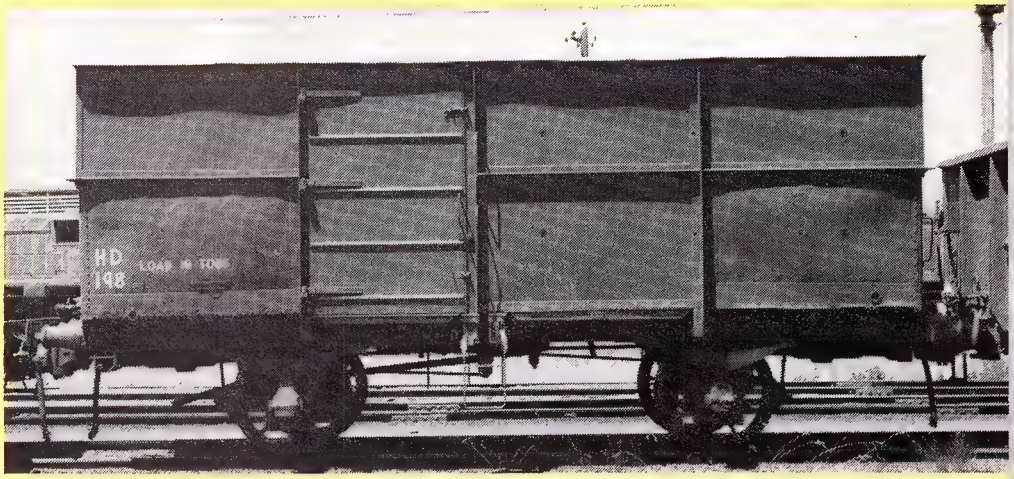
The door locks and handrails can then be added by using small lengths of styrene rod in the appropriate places.

There are small vents on each end of the wagon which should be approximately 9mm x 2.5mm and can be cut from 0.010" (0.25mm) styrene. They should be glued in the centre of the wagon just under the roof line with a small piece of styrene under each end to keep them at the correct angle.

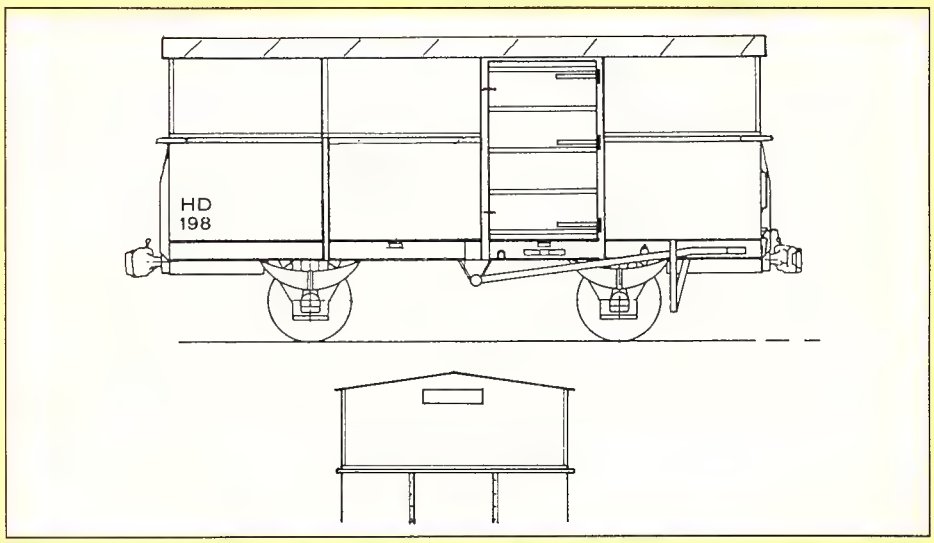
Once the brake shoes and brake cylinder have been glued on, add the buffers, couplers and handbrake. Note that these wagons do not have shunter's steps: there is a small stirrup step on each side under the door which can be fashioned from wire and glued on.

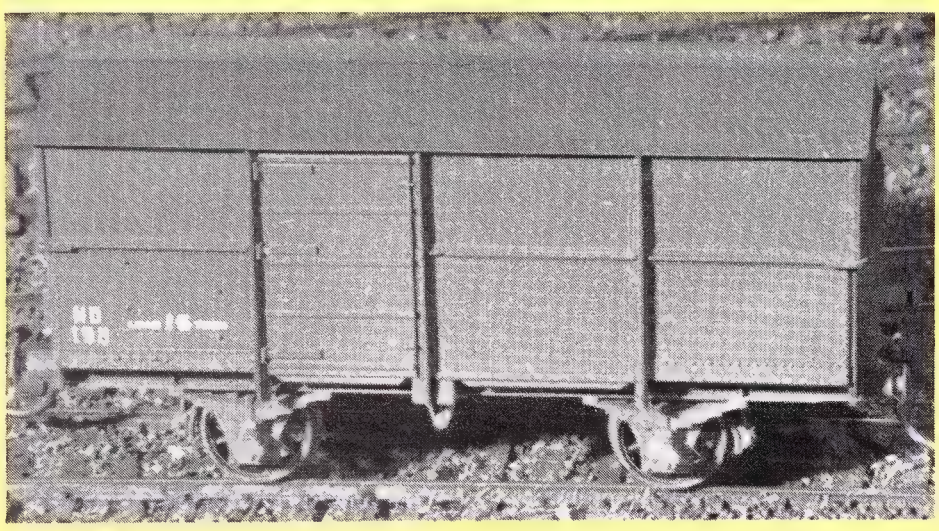
The wagons are all painted standard VR wagon red. They are usually coded and numbered on the bottom left hand corner of each side and sometimes include their capacity, 'Load 16 Tons". The wagons can also be stencilled with various wording depending upon their use at the time, such as 'Ways & Works Plant Truck'. BGB decals No.89 include useful wording for this purpose and their sheet No.86 can be used for the coding.

Now that the wagon is completed, all that is required is to find a suitable 'out of the way' siding on your layout on which to leave it standing. ▪



HD198 — South Dynon loco. Photo by Phillip Dunn.





NSWR BPV POWDER VANS

20391-20414

WAGON PROFILE

by Paul Rogers

Powder vans operated by the State Rail Authority of New South Wales and its predecessors in recent decades have conformed to a basic design of a timber body mounted on a steel underframe, with separate compartments for the conveyance of detonators and explosives. When not used in their primary role, these vans can be employed for general freight purposes.

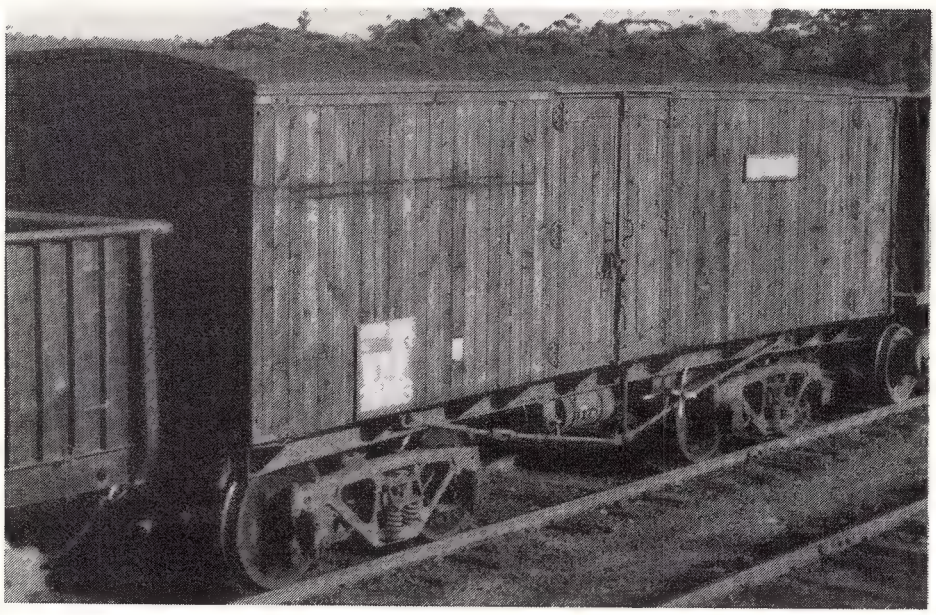
These notes cover the series of bogie powder vans constructed by Eveleigh Carriage Workshops between 1959 and 1961. They formed the subject of a modelling exercise on pages 25-31 of AMRM for March/April 1980. That article was supported by several prototype photographs.

Introduction

The phasing into traffic between 1948 and 1953 of a substantial quantity of air-conditioned carriages intended for the working of primary daylight services permitted the cascading of older main line coaches to other duties. As a result of this re-allocation of resources, there were many coaching stock withdrawals during the 1950s and a sizeable number of underframes became available for further service as the basis for goods wagon construction. One such programme undertaken involved the building of 24 powder vans on frames released mainly from condemned 'dog-box' coaches (of the LFX and similar types). Apparently covered by two shop orders, the vans were numbered 20391-20402 (to S/O 32497) and 20403-20414 (to S/O 32804).

The first visible contribution to this project came in the form of car 20394 on 8 July 1959, ten days before the appearance of the class leader. The last van to emerge from the builders was 20414, on 20 April 1961. All were eventually replaced by wagons converted during the 1970s from MRC/MBC class vans, these more recent BPV vans being mentioned in a later article.

It is interesting to speculate why cars



Above: *Although a little weather-beaten explosive van BPV 20403 was in regular service on the NSW North Coast in May 1967. 20403 is fitted with ex coaching stock 2AA bogies which in model form can be converted from the 2AE type.*

Right: *In 1978 BPV 20403 is awaiting repair or disposal in the wagon repair sidings at Waterfall, on the outskirts of Sydney. The van has obviously had a hard life as can be seen by the scratch marks along the timber side. The van is now fitted with the Andrews 2AP type bogies, an will only see another two years service for none of these vans received the four letter coding.*

Further photographic coverage of these van can be found in Roger Johnson's article on building a BPV in the March/April 1980 (No.101) issue.

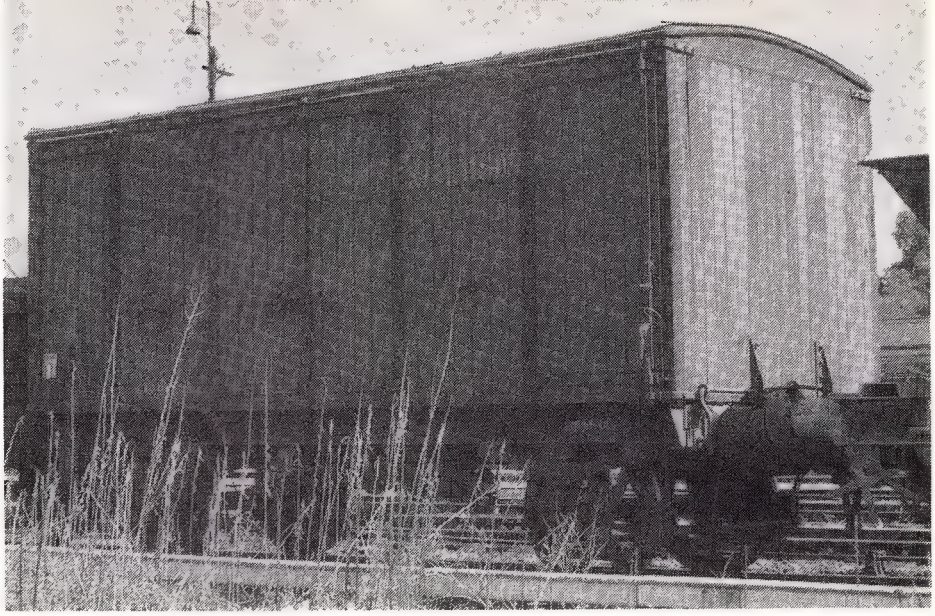
Photography by Bob Gallagher.

BPV Vans 20391-20414
Nominal Periods of Service

20391	1959-1976	20403	1960-1980
20392	1959-1978	20404	1960-1977
20393	1959-1979	20405	1960-1975
20394	1959-1962	20406	1960-1973
20395	1959-1977	20407	1960-1981
20396	1959-1974	20408	1960-1980*
20397	1959-1975	20409	1960-1980
20398	1959-1973	20410	1960-1980
20399	1960-1973	20411	1961-1973
20400	1960-1973	20412	1961-1975
20401	1960-1980	20413	1961-1977
20402	1960-1973	20414	1961-1974

* Preserved by Dorrigo Steam Railway & Museum

20391-20414 were built. The first half of the 1950s had witnessed the introduction of sufficient rigid-framed powder vans to virtually eliminate all pre-World War 2 examples of this vehicle type, so there is a possibility that certain express movements of explosives were proposed. This does not mean transit at breakneck speed; rather, that there may have been regular journeys of such lengths where the implied greater speed of a bogie vehicle could contribute to a higher overall average speed.



Until the introduction of the BPV explosive van, the four wheel PV explosive van was used to carry this dangerous product in New South Wales. The dilapidated appearance of the wagon is an indication that it is near the end of its working life when photographed being marshaled into a south bound train at Goulburn by a Standard Goods engine in September 1968.

Description of Vehicles

The BPV wagon in the 20391-20414 series had a 6-ton (explosives) or 10-ton (general cargo) capacity, with a rated tare of around 18-19 tons. Construction was in two main parts: a timber body placed on a cut-down steel underframe salvaged from a condemned item of coaching stock. At only 30'0" (9.14 metres) over bodywork, the vehicle was one of the shortest bogie types ever employed on the NSW system. The wheelbase was a shade over 23'11" (7.29 metres) and bogie centres around 18'2" (5.54 metres).

The timber-framed body was externally finished in tongue-and-grooved boarding for both sides and ends. Internally, smooth panelling was applied to floors, walls and inner sides of doors as a safety measure. The main compartment was served by double outward-swinging doors on each side of the vehicle, while access to the small compartment located at one end of the van was by means of a single outward-swinging door on each side. The roof was a single arc wooden structure covered with malthoid.

In later years, external repanelling took place on some vans. BPV 20412, for instance, is recorded in 1972 as having smooth sides but retaining match-boarding on the doors.

The shortened underframe possessed just one visible tensioning post on each side of the wagon, the truss-rodding being formed in a shallow 'V' pattern. Automatic couplings were fitted at both ends, but not buffers, although the original headstocks had been re-used.

Initially, 2AA type passenger bogies taken from condemned coaching stock seem to have been used for the running gear but later sightings of the vehicles revealed freight bogies of the 2AP pattern. The 2AA bogie was a swing link design with a fabricated frame and leaf springing for both primary (axle box) and secondary (bolster) suspension. Other statistics were: 5'9" (1.752 metres) axle centres; 3'1" (0.94 metres) nominal wheel diameter; 9" x 4½" (228mm x 114mm) journal size. A single brake shoe acted on each wheel.

The 2AP bogie, probably better known to railway enthusiasts as the "Andrews" type, was introduced to the NSW system from 1949. From the beginning, they supported 28-ton MLV louvred vans and, shortly thereafter, the MHG freight brake vans. These bogies had cast frames (which carried only coil secondary suspension) and plain bearing journals. There was a single brake shoe per wheel. Axle centres, nominal wheel diameter and journal size were the same dimensions as for the 2AA type truck.

Despite being a ride-control type, the 2AP bogie was reportedly found to be 'rough' under the MHG vans, to the extent that at one stage their place, even on Sydney-Melbourne interstate express freight runs, was taken by older PHG units (many of which had passenger type or equivalent bogies). There is a probability that when MHG vans received new 2AT (now ATA) type bogies from the mid-1960s onwards, displaced 2AP bogies filtered through to the BPV vans.

Livery

The wagons appear to have always been garbed in dark grey or black (for the bodywork), black (for the underframe) and white or grey (for the roof). Modellers should note the distinctive 'EXPLOSIVE' sideboards — in white lettering on a bright red background — which were a standard feature of the NSW PV and BPV codes. The data boards located adjacent to the left-hand corners of the BPV van also comprised white lettering and numerals on the bright red background.

No record can be found of any blue-liveried BPV vans in the 20391-20414 series. This suggests that very little use may have been made of them during Public Transport Commission days; certainly, several faded examples can be seen in departmental service.

Operation

Powder vans would have been employed for the conveyance of explosives from manufacturers to various destinations, including munitions factories and quarries. BPV series vans 20391-20414 were permitted to run at coaching stock speeds in their early years and at maximum line speeds for bogie freight stock after being fitted with 2AP bogies. Generally, this means around 60-70 mph (100-115 kmh) on main lines, in the first instance, and 45-50 mph (70-80 kmh) on similar routes, in the second instance.

Normally, they could be found operating as single units, being marshalled away from other vehicles containing explosives or inflammable substances. When used as ordinary covered vans, the BPV vans were less restricted in marshalling positions.

Apart from the premature withdrawal and condemnation of BPV 20394 in March 1962, no vans of the class left the scene until August 1973. Most appear to have been replaced directly by conversions from MRC/MBC vans during 1973/74; this suggests that powder traffic may have fallen off since the relaxation of transport co-ordination measures during the early 1970s effectively deregulated the movement of many commodities.

Some vans of the older BPV group were not removed from the revenue list until 1980/81. Nevertheless, there is no evidence that any received the NZPA classification allocated to NSW powder vans under the 1979 ROA recoding scheme. One possible explanation is that a number of these wagons may have been used for some time in de facto departmental service. Their insulation characteristics recommended the cars as suitable covered storage for various purposes and today the remnant can be found mainly as grounded bodies serving such tasks. Car 20408 is preserved by the Dorrigo Steam Railway and Museum.

Acknowledgements and References

Data kindly supplied by the State Rail Authority of NSW was supplemented by the author's field notes. The writer also perused a number of NSWGR working documents; viz. working timetables, rollingstock lists and weekly notices of various dates.

I was most fortunate to have assistance from a number of fellow enthusiasts, including Allan Watson, Wal Lane, John Beckhaus and Michael Kerry. Acknowledgement is also given to Mr John Guerin, Works Manager, Clyde Wagon Maintenance Centre, for being granted permission to inspect freight vehicles stored at that location.

Editor's Note

A detailed article on building an HO scale BPV by Roger Johnson was printed in the March/April 1980 issue (Issue 101). ▪

A.M.R.M. INDEXES

Indexes for Volumes 7, 8, 9, 11, 12 and 13 are available at a cost of a 39c stamp per singular order or 2 x 39c stamps for multiple indexes. To obtain these, send the stamp/stamps and a stamped (55c/60c) self addressed 95mm x 225mm or larger envelope to PO Box 4, Little Bay, 2036, with a request detailing the indexes required.

IMPROVING the TRAX 48

Les Fordham describes modifying the mechanism of this popular HO scale model.

One of the main problems with the Trax 48 has been the poor method used for the power pick-up. The wipers as supplied form an unreliable method of power collection as well as retarding the free rotation of the wheels, thereby reducing the pulling power of the loco.

For about $9.00 per loco, the running can be considerably improved, with a few simple hand tools, and a few hours' work. Tools required are: files, a pair of pliers, a modeller's knife, a razor saw, a soldering iron and some fine insulated wire.

Components required are: three wheels of correct diameter, one side insulated only, and some brass channel that can form a set of bearings for the axles. For the wheels I used NWSL 40" wheels, catalogue number 7119-4, which I purchased at Berg's Hobbies, or Northside Hobbies would be able to obtain them.

How To Do It.

1. Remove the body from the chassis.

2. Remove the trailing (non-powered) bogie cover from the bogie. If you intend to fit Kadees, carefully cut off the coupler arm using an X-acto saw.

3. Remove the wheels from the bogie frame.

4. Carefully unsolder the pick-up wires from the wiper sets and, with a set of pliers, hold the lugs securing the bogie to the frame and push the bogie free.

5. Carefully, using a modeller's knife and files, enlarge the wheel slots to take the brass channel that the new wheels are to revolve in. In each cross section cut a 'v' to let the wiring drop in clear of the keeper plate.

6. Cut the brass channel to make three pieces approximately 12mm long to take each axle (See Diagram 1). File the ends to remove any burrs and also clean the top surface. While the saw is still on top of the workbench, remove the pin point ends of each axle and finish off with a file.

7. Bend the pick-up wipers as shown and remove those not being used. It is important that the centre axle has one wiper on the opposite side to the other axles to provide tension for the other two wheels to ensure reliability.

8. Solder light wires between the pick-ups and the wheel channels as shown. When finished one side picks up from two wipers and the centre channel and the other side picks up from the two end channels and the centre wiper. Check that the insulated wheel is on the side of the wiper.

9. If you are fitting Kadees to your model cut the metal end off the chassis at the non-powered end to clear the body mounting of the Kadee.

10. Replace the bogie frame onto the chassis and, after pushing the two power leads through the centre mounting, resolder them to the wiper lugs, ensuring that they are the correct way around for the polarity.

11. Place the wheels in the channels and replace the keeper plate.

12. Test drive the loco and make any adjustments before putting the top back on.

13. A Kadee No.5 with a piece of styrene glued onto the top of the pocket will glue into the front coupler area. The rear pilot must be filled in with a styrene piece with an opening made to take the coupler. ▪

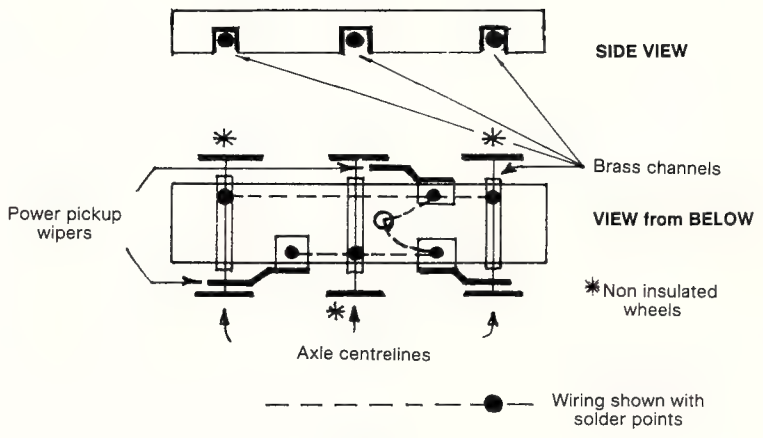
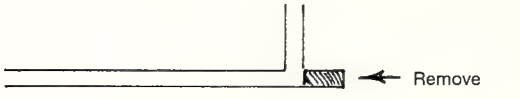


DIAGRAM 1



Chassis showing area to remove at unpowered end.

DIAGRAM 2

VR W CAR ASSEMBLY JIG

Recently, while assembling some Broad Gauge Models AW & BW class cars, I started looking for an easier way of removing that annoying piece of plastic which to make it possible to achieve the very fine moulded detail around the windows. This is what I came up with.

I made a simple jig which allows the removal of the moulding runner, without breaking the bar, or needing to heat up the knifeblade, or getting out the Dremel and which, if carefully made to fit the AW, can be used on the BW as well.

The jig consists of four pieces of styrene, two of 0.030" (0.75mm) and two of 0.040" (1mm), although 0.030" could be used for all pieces but an extra packer would be needed.

The first step is to cut a piece of 0.030" styrene to fit the glazing recess on the back of the car side. If you are building an AW, well and good; if you are building an AW and a BW, use the window opening on the AW for dimensions. For some reason there is a marginal difference in size, and the jig for the BW won't fit the AW window openings, but the AW jig will fit the BW.

If this sounds complex, don't be alarmed, it really is quite simple and the whole thing only takes about 10-15 minutes to make.

The Jig:

Cut one piece of 0.040" or two pieces of 0.030" styrene 25mm x 10mm (these are packing pieces and size is not really critical, but must be no wider than 13mm and no longer than 25mm). Glue these together if you use two thicknesses of 0.030".

Now cut a piece 15mm x 8.5mm. Dress with a fine file until it is a neat fit in the glazing recess on the reverse side of the car side. The dimensions given for the glazing of these is 15mm x 8mm, but I have found that the opening, or recess, is slightly wider than 8mm, and the window ledge is so narrow that it's possible, if the windows are of recommended size, for them not to fit properly.

Cut two pieces 6mm x 4.5mm for the lower window openings. Dress to size with a fine needle file until they are a comfortable fit in the window openings.

Ron Richardson describes the use of a jig that quickens the assembly of Broad Gauge Models' W car kits.

Now to assemble the jig. Fit the 15mm x 8.5mm section on the base and behind the window spacing. Place the 6mm x 4.5mm sections into the window opening and glue in place. An OO brush was used and any liquid solvent if acceptable (MEK, Testors, Britfix or Humbrol). Care should be taken not to glue the jig to the coach side. Leave to set for 5 minutes or so. When dry, test in all window openings.

The single window at each end is treated the same way but is only a half size 13mm square packer, 7.5mm x 8.5mm recess and one 6mm x 4.5mm window insert.

The finished jig looks something like the unscaled sketch in Diagram 1.

I must make mention of the backing piece's function. It is to support the car side near the door recess so that pressure is applied to the jig and not the side of the car when cutting.

So have a go; it's easier than the hot knife method and a lot cleaner.

These are excellent kits with plenty of detail notes but would benefit from some more detail diagrams.

Positioning of brake gear underneath is a case in point and as to the generator switch panel I'm none the wiser now how it fits in place. ■

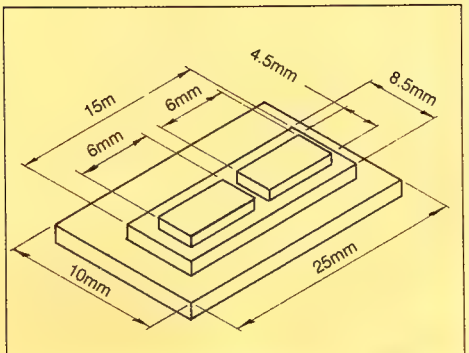


Diagram 1

KADEES and OOMPH for the 422

Ron Richardson describes the fitting of Kadees and an increase in power for Lima's 422 diesel.

As supplied, the Lima 422 has reasonable pulling power straight from the box but after it was used a few times power decreased due to tyres slipping and stretching. The fitting of Kadees also was a bit fiddly, to say the least.

I tackled these problems in two stages. The first was to try and duplicate the opening in the chassis, to take a second bogie. This was nearly a disaster; I won't detail why, suffice to say it ain't easy!.

The second attempt was to splice two chassis together. This has been successful, along with adding some extra weight.

Chassis Splicing

I have found that in all dual motor conversions of Lima, it is essential to make sure that both motor bogies run at the same speed and don't fight each other.

If you are clever you can duplicate the opening in the chassis. If not, and you are lucky, you may obtain a second chassis and proceed as I did and cut and splice the two power ends together. Make sure that you cut chassis 1 in front of the fuel tank and chassis 2 behind the fuel tank. There isn't much to spare, so cut as straight as possible and square first time. I'm lucky in that I have cut a few 'S' classes in this way and have some experience.

Clean up the cut. You could lose about 0.75mm in chassis length which is good as it makes it easier to remove the chassis for maintenance.

I always fit a pickup on the centre axle of Lima power bogies. This is achieved by slotting out the centre axle holes and reversing the axle so that the non-insulated wheel is on the gear side of the bogie. See Diagram 1. The pickup is made from 0.004" phosphor bronze and is screwed to the base of the bogie with a 10 BA screw and nut. A hole is drilled from underneath, hard against the side of the bogie so that no contact can be made with the existing pickup. A wire is soldered to the centre axle pickup and fed via the hole to the opposite brush of the power bogie. As the base is part of the bogie mounting system. The centre axle is an interference fit in the centre axle slot. The axle is sprung by the pickup and always maintains good contact with the track. You fit this pickup as you re-assemble the bogie with the centre axle under the pickup. (Fortunately it's easier to do than explain)

Leave enough so that the axle has to be pressed into place, i.e. an interference fit.

Refer to 'Bash a Bee' article, April 1986 AMRM, for wiring details. I find it easier to mount the pickup on the bogie base rather than try and Araldite it in on top of the existing pickup and also it helps the contact problem if the pickup acts as a spring on the centre axle.

Kadee Fitting

Fitting Kadees to the standard or dual powered 422 at first looks rather daunting but proved to be quite simple.

Behind the buffer beam it is necessary to mount a block of styrene 8mm wide by 4mm deep and comprising enough thickness to make a level platform at the correct height for Kadees. I used five thicknesses of 0.040" (1mm).

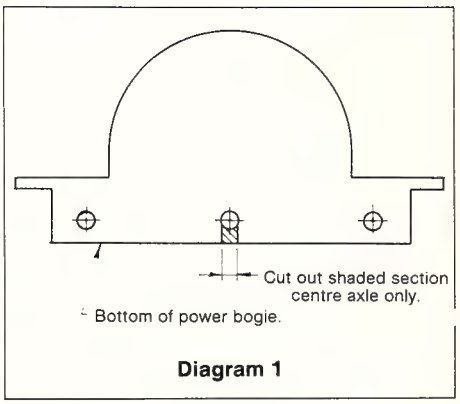


Diagram 1

In front of the buffer there are two triangular pieces which project forward in between which I fixed two vertical sections of 0.040" styrene. This gives a mounting surface of 7mm x 8mm. Make sure the surface is level and fix a pickup from a No.26 coupler centrally on this pad, allow to set for at least 12 hours, drill with a 47 drill and screw No.2 self tapper. I used a coupler from a packet of No. 5s which clears the buffers nicely.

Additional Weight and Conclusion

Add some weight to the loco for greater traction. I have a V/Line S class that will handle, at the very least, 40 bogie wagons of very indifferent rolling quality on some quite severe grades, 1 in 35 being about the steepest.

The extra pickup is a really great improvement, especially on track with dead frogs, allowing pick up over most of the length of the wheelbase and helping to overcome dirty track and wheels.

So go to it, have fun and improve your locos at the same time.

If you have trouble getting a second chassis, buy a second loco and make one a dummy. If you think that's crazy, its a fact that one dual powered loco will pull more than two single powered locos. I don't know why, but it's true.

If you wire the bogies separately you should be able to run each independently and test if they will run at the same speed. Use flexible insulated wire for the centre axle pickup so that there is little or no chance of a short circuit. A bit of insulating tape on top of the pickup would also ensure that no short occurs. In practice, I have not found insulation necessary.

From experience, I've found three things that cause errors in assembly:

1. Non-insulated wheel centre axle goes on the gear side of the bogie.
2. Wires get soldered to wrong motor brush, especially if lights are fitted at both ends.
3. Bogies aren't free enough in the mountings and should be eased and lubricated with Kadee grease.

There is a fourth thing that can cause trouble and that is the bogie sideframes. When the coupler is cut off, make sure you always have the coupler end towards the end of the loco. They are not the same length. ■

AMRM NEWS

Continued from page 48.

assistance is required. Can any reader assist with photographs of the CME and GME container wagons. The CME was designed to carry 8' containers (not LCL) while the GME was modified from a UME and designed to carry two 6.1m (20') containers. Illustrations of the wagons with and without a load are required. Please contact AMRM if you can help.

Commercial News

It is pleasing to report that David and Isobel Anderson are becoming active in the hobby again. After a period of retirement, they have decided to reactivate Mansfield Hobbies purely as a brass model importing agency and operated by mail order only. Their first model will be the re-run of the popular NSWR C38 class. To be built in HO scale by Samhongsa, both standard and streamlined versions will be built and as long as there is sufficient interest, some models will be supplied painted. Welcome Back!

It is pleasing to report that the New Zealand Model Railway Manufacturers' Association will be publishing a catalogue in 1989. Featuring NZR models, this catalogue was first published in 1988, and listed all current manufacturers and their range of products. This year's catalogue promises the same.

Broad Gauge Models released their VR Z van kit in January, and like all their new releases, they were difficult to obtain until the supply caught up with the enthusiastic demand at the hobby shops. A review is being prepared. BGM expect to have the pilot model of the A2 from DJH at the Camberwell exhibition.

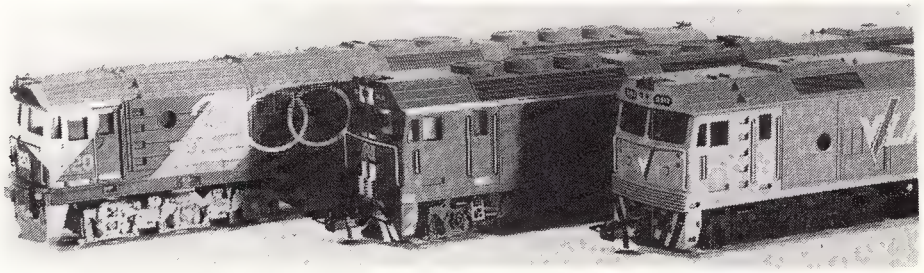
Brenda and Fyfe Thorpe have been busy moving Fybren Products to a new home. Their postal address remains the same but their telephone number is (03) 480 4148. Fybren also advise that they have stock of the Farish N scale XPT sets in stock again while stocks of the N scale VR VLX are excellent.

With all the enthusiasm surrounding the visit of Flying Scotsman 4472 to Australia, Fybren Models appear to be the only enterprise making available a model of the famous 'pom'. A Farish N scale model, it is available in apple green only. Late news to hand on this subject indicates that the Hornby OO scale Scotsman is available in some outlets.

N-Trains have added to their already extensive range. Two of these are plastic moulded kits of bogie open wagons, the HGM and GP concentrate wagon, available with or without bogies. Another new addition is an engine driver, but slightly larger than N scale. Congratulations Debbie and Ian! It is obvious that the Alce's plan to limit their new arrivals to N scale. They are the NRY refrigerated wagon, the MLE flat wagon and the modernised FWH grain hopper. The first is expected in March, 1989.

We have been advised that Classic Brass Models plan to schedule the production of a number of HO scale brass locomotives in the near future. The first will be a re-run of the NSWR C32 class steamer and a run of the 49 class diesel. The C32 will be a repeat of their popular P class but without the opening smoke box and with a normal Samhongsa mechanism. Samhongsa will also build the 49 class, details of which will follow soon. Joe and Teresa also plan to schedule the NSWR Z24 and Z25 class, the C30 and C30T classes and the 23 and 29 classes. Their position on the schedule will depend on interest from modellers, so make your requirements known at Casula Hobbies.

Samples of the Powerline BL class pilot mouldings have been hand painted to represent both the Australian National BL class and V/Line G class (first series). When added to an 81 class mechanism, the models were very impressive. The model will be released after further die work and this includes a correct set of bogie sideframes.

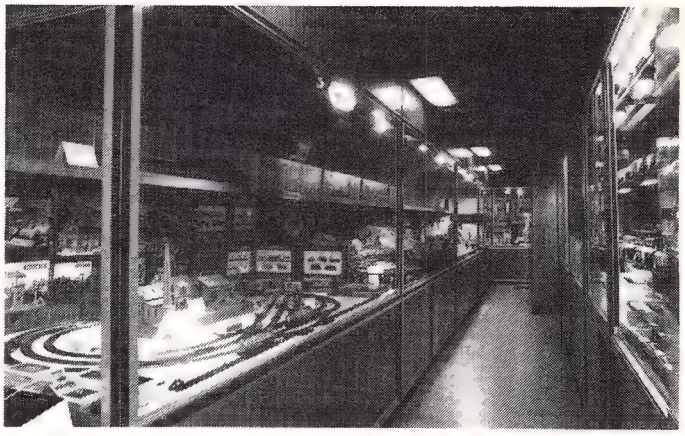


A cluster of EMD JT26C-2SSs? The hand painted BL pilot bodies along with a Bicentennial 81 class – modern Australian railway horsepower in HO scale. The Powerline BL and G class are due later the the year.

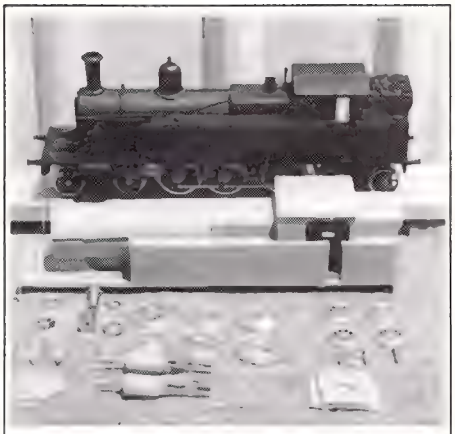
Powerline have released the NSWR BDX open wagon in three liveries – black, blue and red. The wagon will also be released under the Freightline label suitably lettered with the VR logo and ELX code. The Freightline label will include all Powerline economy range products.

Due for release in August/September, Powerline have received test shots of their BL and first series G class diesel locomotives. A couple of samples have been painted in the respective liveries and fitted with dummy 81 class mechanisms for display in hobby shops. Both models are very impressive, the moulding being yet an improvement on the already excellent 81 class! With further detail to be applied and the G class bogies to be tooled, the Powerline G/BL will be warmly anticipated by many modellers.

Powerline have also received the initial drawings of their C36 class model scheduled for release in 1990. The first model, coded Version 6, will be the standard Belpaire firebox version in 1960s style with manual reverse, black livery and red lining. It will be based on 3609, but not necessarily numbered so. The second model, coded version 8, will feature the standard Belpaire firebox, power reverse and cab mounted sand boxes representing the class immediately prior their demise in 1969. Based on 3642 it will be green. Other features of the C36 will be a removable coal load from the tender revealing interior rib detail, a five pole (open) Pittman style motor, step down gear train – worm to worm-wheel, spur-gear to centre axle. Provision is being made for the use of Kadee couplers on the tender. The factory producing the C36 also produced two other excellent steam locomotive models, the Airfix Royal Scot and the Dapol Castle



A new display on the exhibition scene is Marklin Distributor model railway display. Once a revenue earning Leyland BK55 with Delwood Coaches of Villawood, the vehicle can be driven to exhibition sites and set up in a matter of minutes – well an hour or so. Inside is a display of the many products distributed by the organisation that has now become Australian Model Craft. Many are operating and the display is organised so that layouts can be quickly changed. It is well worth a visit. The bus made its debut at Liverpool in 1988, and is scheduled for Camberwell, Brisbane and Liverpool in 1989. Call in and say Hi to Bill and Jeff.



NSWR C30 class and kit components in One Gauge by Fox Scale Models.

Class. Roll on 1990!

Jonathan Zimbler, the importer of the Bachmann range advises the following delivery schedule. The second run of the Spectrum GE 44 tonner along with the coaches and combine are due in March/April, the GE Dash 8 diesel in July/August while the K4 Pennsy has arrived. The 44 tonner is being painted in Great Northern, Southern, Denver Rio Grande & Western and Southern Pacific liveries, all with two road numbers, as well as being available in an undecorated version. The HO scale GE Dash 8 will be the 40C version and delivered in the Union Pacific and Norfolk Southern liveries, with three road numbers for each as well as an undecorated version. The Dash 8 is the locomotive that is taking America by storm, giving the ever popular EMD units a run for their money. The 40C has approximately 4000hp available for traction. It is reported that Westrail are to receive Dash 8 locomotives for their P class from Goninan's. It is a C25-8 and the class leader is expected in September. The latest locomotive order from Australian National is also a Goninan built model, the C39-8. It is not known if either will be represented by the Spectrum Dash 8, but time will tell, and if the Dash 8 is a shadow of the 44 tonner, it will be a superb model. Late news to hand confirms that the Gonnin built Dash 8 does not resemble the Spectrum model – dash it!

Zimbler's also expect deliveries of their G scale models in April. The locomotives in this range include an 0-4-0 Porter tank, an old time Baldwin 2-4-2 tender loco, a modern Baldwin 2-4-2 again with tender, and a Baldwin ten wheeler (4-6-0). For their large scale models they advise that they will be stocking the promised Peco G scale left and right hand points in Code 250. Peco are also producing 1 gauge track – further details as they come to hand.

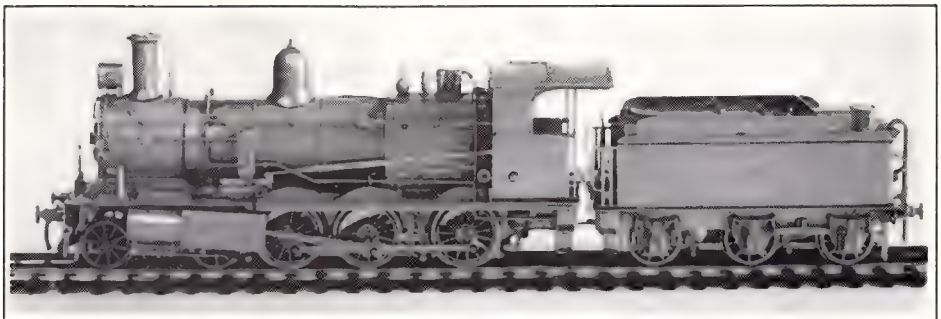
G scale is growing in Australia and this will be aided by the availability of Peco's G scale track. Advise from Australian Model Craft indicates that this will be to a gauge of 45mm with the rail being 6.5mm high. It is now available in nickel silver or aluminium. The flex-track section are 91cm in length. AMC also advise that the Peco N scale starter track sets are now available.

With the growth of S scale in Australia, it was only a matter of time before a specialist supplier arrived on the scene. Railwest Models of 30 Wynne Street, Hazelmere 6055, have a small range of products that cater for the Western Australian Government Railway Sn3½ scale modeller. Ranging from epoxy guard's van kits to locomotive components, the range of 1/64 scale parts also include white metal bogies, signal finials and point levers. They have a price list which is available upon the receipt of a stamped envelope.

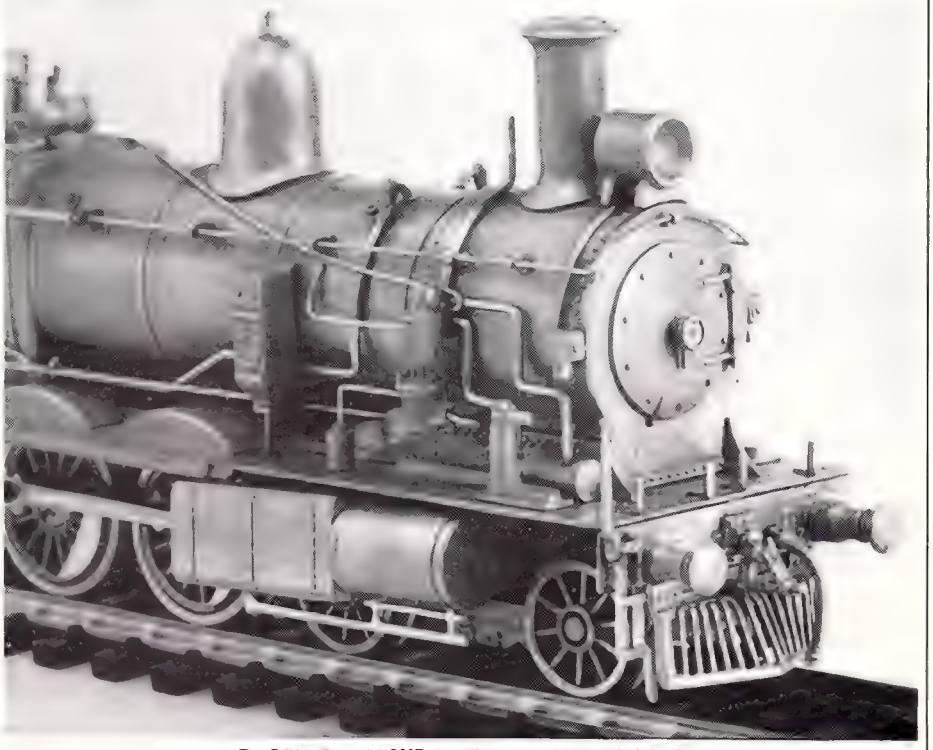
LJ Models have released two cottage kits, one a Victorian era style and the other a mid 1880s weatherboard type and have released details of their next two card structure kits. The first will be an older style single front shop with a bull-nose awning while the second is a pair of shops under a single awning and sharing a single roof. LJ Models are producing false fronts for these kits so that variations can be built into the finished models. These two kits are scheduled for a March Camberwell exhibition release.

Australian Model Craft have received two new kits in the Faller building range. The first is a timber hut and the second a residential building under reconstruction. The new Faller 88/89 catalogue has also arrived and will soon be available in the shops. Also from AMC is a new model from Sentinel, a 4 bin wheat silo. Made of card, the model represents those used at Holbrook and Walla Walla in New South Wales. All four items will be reviewed soon.

Recently we advised of an change of address for Australian Model Craft but then forgot to list their new address. It is P.O. Box 517, Wahroonga, 2076 and their phone number is (02) 489 0481.



Pilot model of the Footplate C30T class.



The DJH built model C30T class illustrates a high level of detail.

Finescale Models of Colac have arranged the production of decals for the Western Star Butter and Bonlac Foods advertising logos. Above, they are seen applied to Athearn truck containers.

Five Star Models have been appointed Australian agents for the ½" scale range of Delton Locomotive Works large scale models. They expect shipments of the C-16 and the Doozie soon. The Doozie is a Mack Rail bus. Also expected soon from Railway Express Agency is the loco, box car, gondola and caboose. Railway Express Agency equipment is 1:29 scale and will also be distributed in Australia by Zimbler Pty Ltd.

Broad Gauge Bodies are producing another long Commonwealth Railway (Australian National) wagon kit to accompany their VEX box car and RMX flat wagon. The new kit will be the plain sided GOX gondola which is currently seen as the AOOX in container traffic on the eastern seaboard.

After a long illness, Gerry Wright of Weico Models, is back into business, and has released a few new products. A HO scale Ford XY Falcon utility is an addition to their HO motor vehicle range, and an 81 class diesel body kit an addition the the N scale locomotive range. The 81 class fits the Bachmann SD40-2 mechanism. Work is underway on the R class tram, with a scheduled June release date while the N scale AN GM1 diesel should be completed soon and a limited supply released in March 1989.

Silvermaz Models have released a decal pack for their BD open wagon kit. Available as a separate package it caters for the BD as well as the NOAF coding. The design of this decal provides for the application of six road numbers without difficulty.

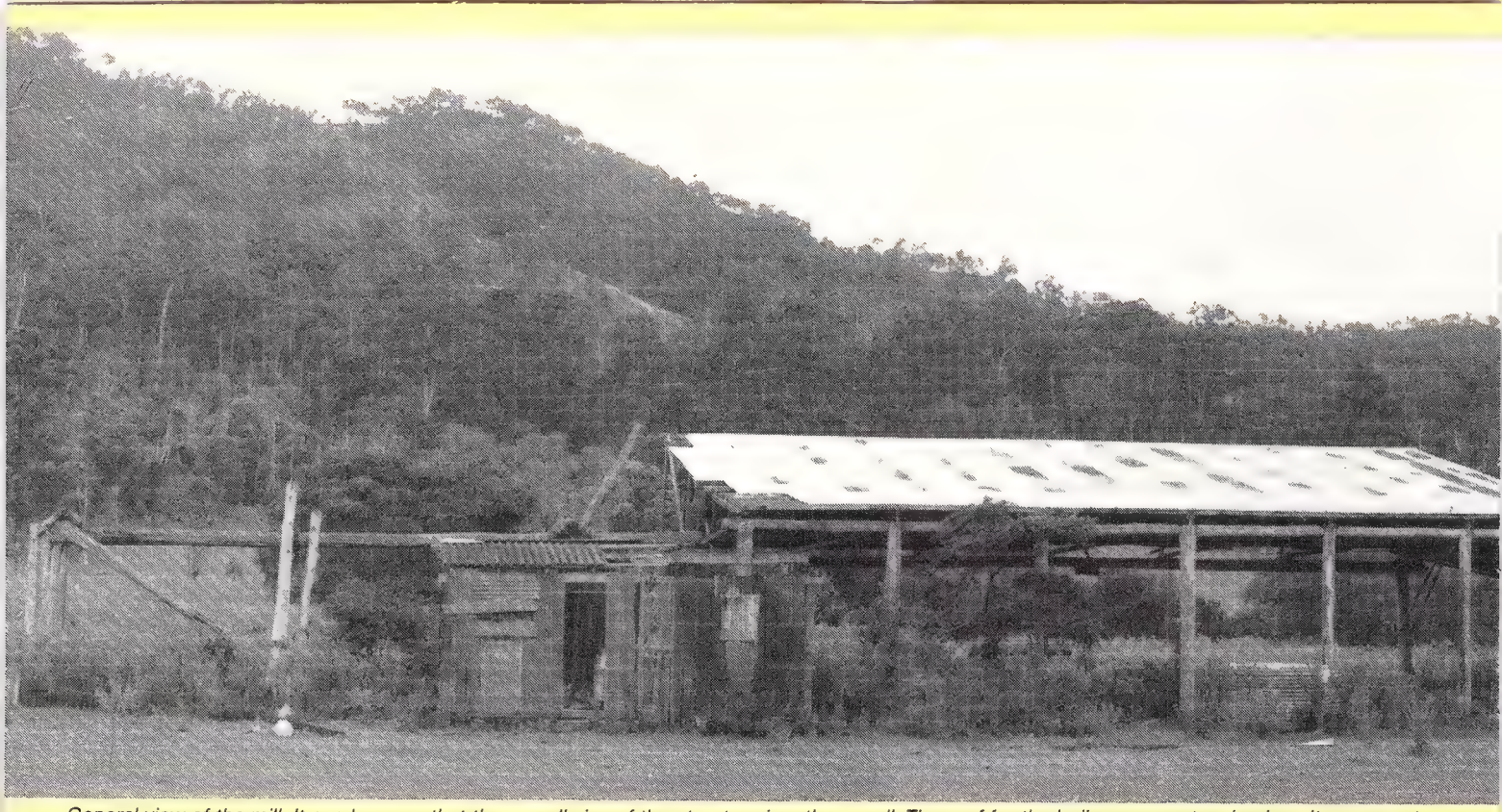
A newcomer on the Australian N scale scene is Gunnadoo Models. Operating from a Post Office Box (319) at Gymea, 2227 their first model is a NSWR S truck. Cast from epoxy resin, the kit has been designed to fit the Peco N scale chassis, and as a consequence the kit has been produced to the British 1:152 scale or 2mm scale, while Australian modellers appear to have chosen the 1:160 scale. Other kits in the planning stage will cater for local demand in the 1:160 scale and include the NSWR BD open wagon and a signal box. Currently their products are available from The Model Railway Centre and the manufacturer.

Ron Fox of Fox Scale Models has opened his 'O Gauge House' shop at Caloundra and despite the efforts of Australia Post is now receiving mail. Following the current interest in Gauge One, Ron has developed a NSWR C30 class tank engine kit which comprises an epoxy body with whitemetal castings which include drivers and bogie wheels. Some components will be available separately.

Alco Models have advised of the production of a VR N class diesel. Due in 1990 the ready to run brass model will be factory painted in the V/line livery.

Footplate Models advise of the receipt of the pilot model of the C30T class kit from DJH. Illustrations show that this kit encompasses the extended frame superheated version – a first

Continued on page 70.



General view of the mill. It can be seen that the overall size of the structure is rather small. The roof for the boiler room extension is quite apparent.

A LINESIDE SAWMILL

Roger Kershaw describes the building of a small sawmill

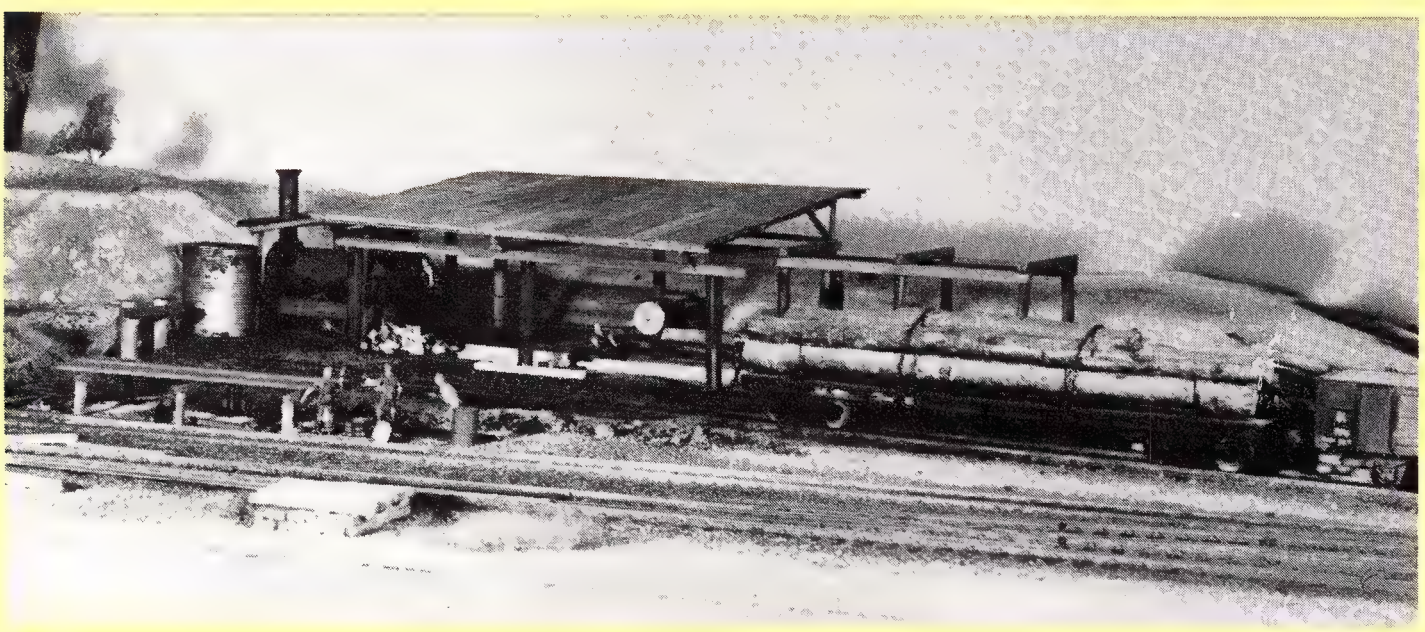
Background

As part of the siding plan at 'Kalinga Junction' it was intended to generate railway traffic from a milk depot based on the practice in many of the towns in the Hunter Valley. However, any sort of reasonably sized building placed in position tended to dominate everything around it. The scale perspective did not fit. In need of a new industry for the siding, I noticed a small derelict timber mill on the outskirts of Canungra, Queensland.

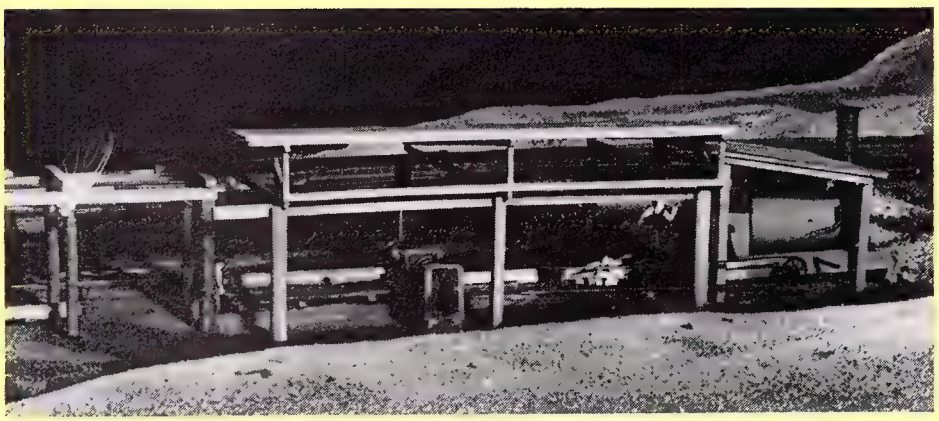
The timber industry used to be very big in Canungra with a Queensland Government Railway branchline and Laheys Tramway with its Shays and Climaxes. Layeys operated a large mill in the township itself, whereas this little structure is about one kilometre out of town on the road to Brisbane. What its history is I do not know, but it has been out of use for quite some time. Despite its apparently derelict appearance, it is possible to work out where the functional areas were.

The Structure

As per usual Kershaw procedure, no measurements were taken. By the look of the structure, the original builders did not much worry about this aspect either! It is possible to discern that there was a boiler under cover at one end, no doubt providing power to the sawing bench via a pulley system. It took some time to fathom that the skeleton structure at the other end supported the tackle to hoist the logs on to the sawing bench. I guess the logs would have been winched or dragged into the area and then lifted and pushed into the mill using a wheeled pulley moving along a steel or iron beam. This, like most other machinery in the mill, has been removed, no doubt to be set up



The side of the mill complete with air-conditioned office for the manager or tea room for the workers! The remnants of the hoisting structure can be seen behind the office.



Round boilered 3644 heads the daylight service past the small timber mill on the author's layout — soon to be featured in AMRM.

elsewhere.

Although the prototype is small, some selective compression for the model was necessary. This merely involved using fewer uprights and shortening the overall structure. I started with the roof as it is the biggest solid mass in the structure. I would suggest looking at the location to be filled and make it as big or small as desired. I used a piece of thin Balsa (160mm x 120mm) with Broad Gauge Bodies (BGB) corrugated card glued on with contact cement. Next are the roof support beams, constructed from thin strips of balsa. The beams on the prototype seemed none too thick and the angle of the roof may be set by constructing these beams in a triangular shape. The roof by this stage was composed of the balsa sheet with iron glued on. (Make sure the corrugations run with the roof slope.) Longitudinal strips were glued underneath and then the beams were glued to these (Diagram 1).

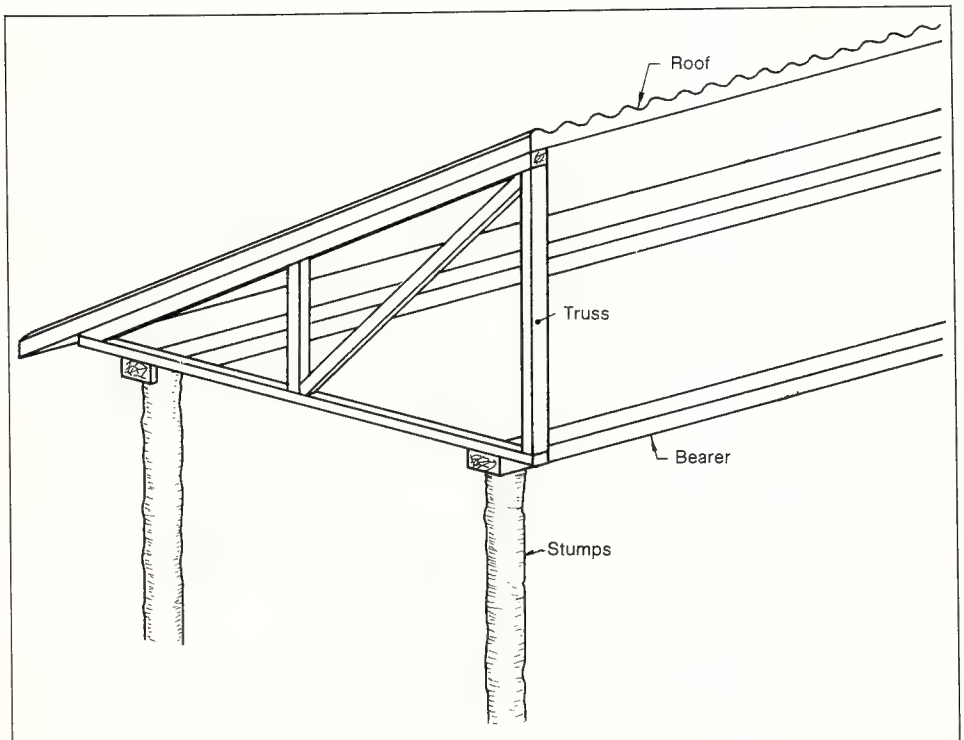


Diagram 1

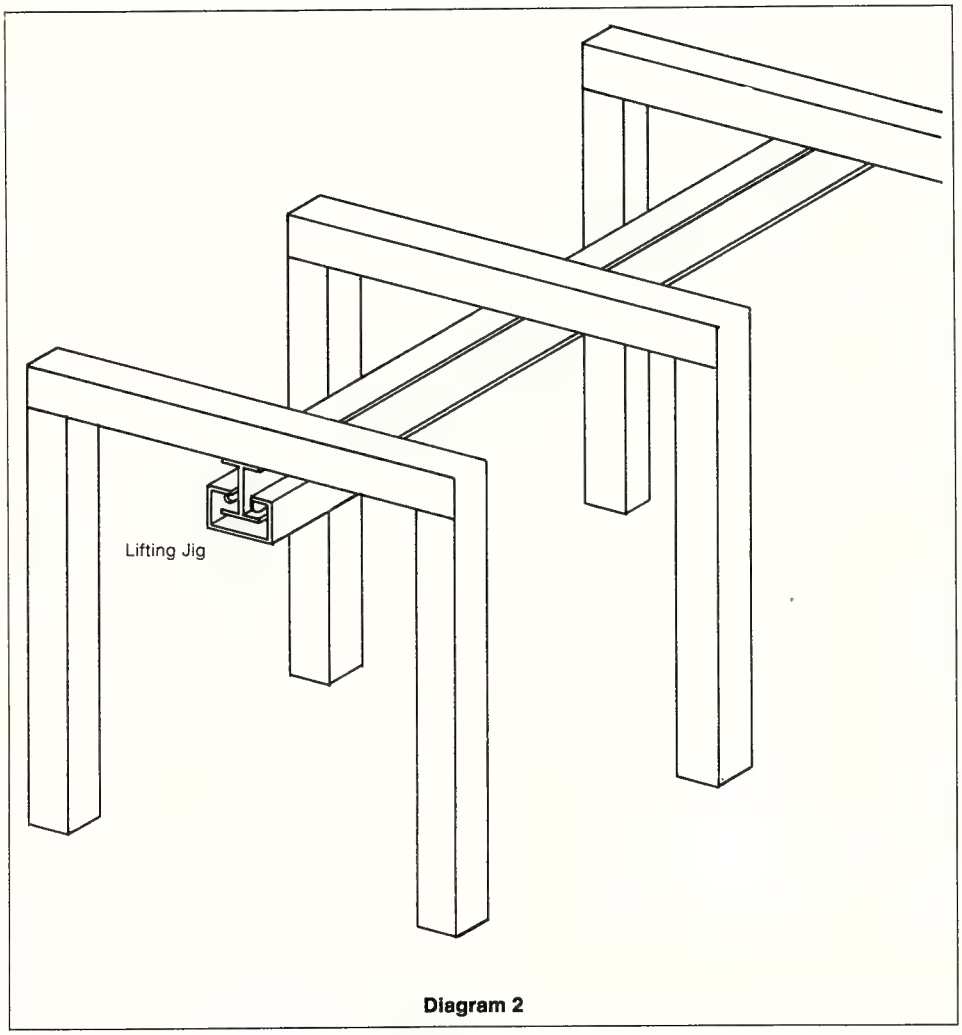


Diagram 2

The skeleton frames were then assembled, one for each side. These frames, as on the prototype, had only a longitudinal bearer along the top, strength coming from the vertical posts being buried in the ground. Height of the posts which I glued direct onto the model base was 50mm. If desired, it could be made higher. I think it is better to have the roof a little on the low side so as not to reveal all the interior detail at one glance. When the side frames are dry, glue the roof to them.

The boiler room is simplicity itself. A little roof big enough to cover the boiler with a post on each corner. The boiler I used was a Mike Sharman old time Firefly Boiler, cast in white metal. The main thing is to give the impression of the boiler lurking beneath the roof with a largish chimney poking out.

The log hoist extends out from under the roof at the opposite end to the boiler room. Once again, it was composed of vertical posts embedded in the ground with wooden cross members to support the metal beams for the lifting tackle. Use Plastruct 'H' beam glued to the wood cross members to represent this (Diagram 2). This structure should fit in under the roof edge. This completes the structure.

Detailing

Naturally with a simple open structure like this there is a bit more work to do to make it look like a sawmill. There is the sawmilling machinery under the roof and the surrounding yard with all the clutter normally associated with a mill. The machinery inside the mill was represented by a saw bench which was made up from balsa wood and some old rails. A flat bench top which is wheeled and capable of being moved to and fro under the circular saw was eventually contrived. The circular saw was an old disc wagon wheel painted silver, on its axle. This was installed through some improbable looking bearings (blocks of balsa wood) to suspend the saw above the bench. A little pulley wheel from the junk box was pressed on to the other end of the axle to take the power strap from the boiler. The strap was a thin strip of cardboard which was wrapped around both pulleys and glued to length. This really does give the impression of those great flapping dangerous looking devices of years ago. The floor area of the mill was then covered with pieces of sawn timber firewood for the boiler, and figures undertaking various jobs.

The most noticeable feature of a sawmill yard is the piles of logs awaiting treatment. These can be represented by various twigs stacked on top of one another in several locations. Having firstly attempted to glue each log in place, I was searching for a quicker way. The method of holding ballast down applies to log piles as well! Spray the stack with water, add a 50% water and Aquadhere mix and it dries looking like a freestanding heap of logs. The rest of the yard can be artistically littered with stacked sawn timber, debris such as bark and broken bits and pieces, and wheel ruts from machinery.

The rail siding should be fairly close by and have some form of crane or derrick for loading and unloading. Although the Queensland Railways seemed to have substantial log traffic, the other systems seemed only to haul the finished product; sawn timber in its various lengths and sizes. However, to increase shunting, logs can be delivered by rail.

Painting and Weathering

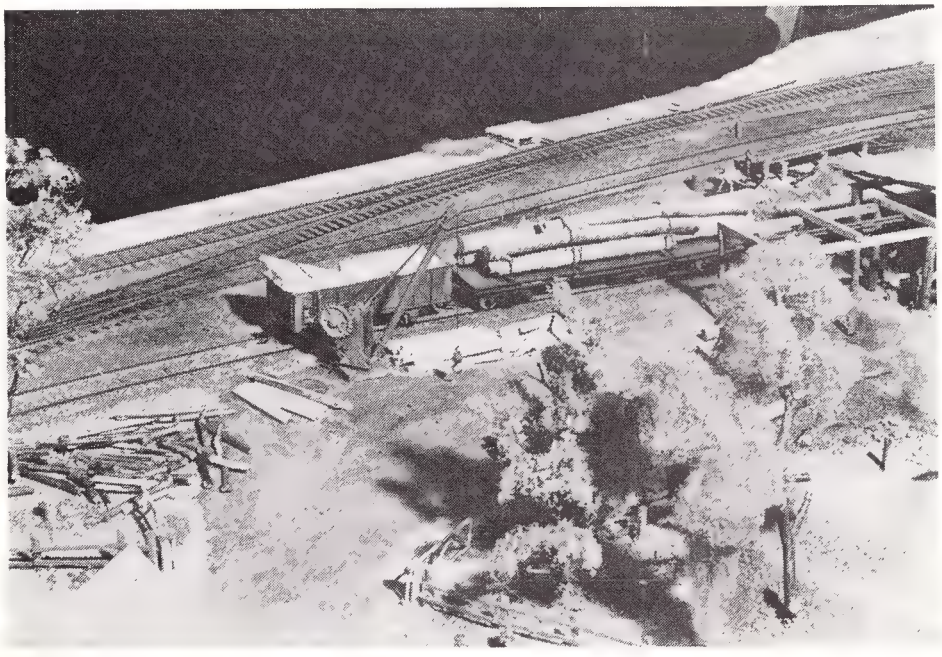
I suppose at some stage all these places looked new and neat! The galvanised roof can be worked up to give any appearance ranging

from new silver or painted, through to rusty weathered with the odd new replacement tacked on. I chose to paint it flat red and then weather it with streaks of grey/brown/white. The timber in the structure was weathered to greyish brown. The final important weathering treatment is to ensure the area is surrounded by untidy, useful and useless junk. This then will fit the mill into its surrounds.

Conclusion

This was a rather satisfying little project. The structure is very simple and with a bit of detail work in the mill and its surrounds the whole thing will add impact to your layout.

It remains to relate a story about timber men; to give a feel for the pioneering nature of the industry. In one such story, a friend's brother-in-law worked in a small mill near Beaudesert, Queensland. One day as they were unloading a log truck, a piece of timber broke off hitting 'Fred' in the chest and knocking him to the ground temporarily winded. Just then the driver walked around the front of the truck and seeing Fred laying there, rushed forward to offer assistance, shouting to one of the other workers *"Crikey, I think Fred's just had a heart attack. Quick, whip over to the pub and get him a stubbie!"* Your model will need some beer in its first aid kit! ■



MAILBAG

Continued from page 38.

strengthened floor and underframe which allowed the use of fork-lift vehicles inside the van for loading/unloading purposes.

The use of M in various codes for goods rollingstock probably originated in the late 19th/early 20th centuries for Milk traffic, e.g. Camden 'Milk Pots' – but in the 30s and 40s, came to be applied to Metal (under) framed vehicles such as MCV, MRC, MLV et al, that the then fairly new type of vehicle of composite nature with metal underframe chassis and timber bodies then coming into service required as a code distinction vis-a-vis timber vehicles. Oddly enough, most codes were logical and made sense in their time.

Name and Address Supplied.

An article on this subjcet by Allan Watson is included in this issue.

Sir,

Maybe one of your knowledgeable readers can help me with an elementary problem that has beset my HOm 'New Ruthean Railway'?

This is the Swiss 'Integra' signal system. The equipment is available from Bemo, the enthusiasm is there but neither myself nor any of my engineers know what the various combinations of lights mean.

If anyone can help I would be most grateful as I am going dizzy watching a 'Furka-Oberalp' cab ride video trying to figure it out, and feel if I watch this video too many times with its rack sections I may end up building a model of the Nullabor Plains – an unsignalled section, of course!

Peter Robinson,
PO Box 9,
Katoomba, 2780.

Sir,

The use of rail motors to assist the people of Wellington to cross the river after their recent road bridge collapse, reminds me of a situation that used to occur regularly in Wagga Wagga.

When the Murrumbidgee River flooded and blocked the Olympic Way, CPH rail motors were used between Wagga and Bomen to transport the local abattoir and agricultural college workers from their homes south of the river to their places of work, north of the river. The approximate frequency was one rail motor each way per hour.

Hoping this will assist those modellers who model a rural area and desire a commuter service!

Rob Nesbitt,
Kingston, 2604.

Sir,

I am writing to ask some questions of you or your readers. As a new model railroader, I have encountered a world of unknowns. Through talking with other modellers (not a common life form where I live), reading magazines, and attending exhibitions, I have found many answers, but still feel as if it is all in front of me.

I realise that the staff of AMRM are fully employed getting the magazine out on time, so I don't want to burden you, but perhaps there is a reader who has learned a lot more than I have and who would be prepared to share that knowledge. A column prepared and submitted by a non staff person, either answering beginners' questions, or remembering some of their own early difficulties and offering solutions, would be a real asset to AMRM. I don't believe that I am the only person with an interest in model railways who is still at the novice stage.

In the meantime, here are several questions that I would like answers to, but don't know who to ask. They are in the order I encountered them, so don't necessarily follow any theme or topic. I hope someone will either commence the abovementioned column, answer via the AMRM mailbag, or perhaps even write to me personally with some answers.

1. Track underlay – I am aware that underlay is a good idea, but don't really know why. Also, what materials are considered 'good'? (This is a matter of opinion often, but the opinion of someone with experience is worth hearing.)

Continued overpage.

VALE

Garry Goode

January 31, 1989 Aged 51

"(He) met you always smiling, always seemed to know you well;
Always gay and glad to know you, always had a joke to tell;
He could laugh when all was gloomy, he could grin when all was blue;
Sing a comic song and act it, and appreciate one, too."
Henry Lawson

The search for an appropriate quotation for a writing such as this is difficult. It must convey a variety of qualities for which the person was known and some insight into his inner being. As such, this piece of poetry from Henry Lawson seems singularly apt in describing the essence of Garry Goode.

To all the people who knew him, he was the local television repairman, a valued friend, a train buff and, most importantly, a loving husband and father. He was the bloke who drove around in the blue Holden station wagon with a ladder seemingly permanently attached to the roofracks. Or, perhaps, the one who was always at the model railway club every Friday night talking about his favourite steam engine or showing the latest model he had built. Or the bloke who would always have time to stop and chat outside the newsagents on Sunday morning.

Garry Owen Goode was born on 27th February 1938 in the old 'Garryowen' Hospital in Moss Vale. In fact, he was named for the place of his birth. It was almost predestined that he should have an interest in railways as he grew up next to a level crossing and no doubt heard the rumble of trains going to and from Wollongong as he was falling asleep. However, his health in his growing years was not the best and his schooling was done by correspondence from home. Garry completed his School Certificate in this way, which is some measure of his determination and perseverance.

After he finished his schooling, he took up an electrical apprenticeship with Frank Phillips and later went on to work with Col Foley in Bowral. With the help and support of his wife, Pauline, he struck out on his own for a number of years. Finally, he formed Vale TV Services in partnership with Barry Morschel.

Living in Moss Vale all his life, Garry was always an active member of the community. He was at one time secretary of both the local hockey and cricket clubs. Many of his Saturdays were spent at Lackey Park keeping score for both sports, rain, hail or shine. He was also a member of the Show Society for many years.

Probably his most prominent role, especially over the last 10 or so years, has been with the Berrima District Model Railway Club. He was a foundation member and, for most of the life of the Club, he held the office of President. To say that he was successful is to grossly underestimate the power of the man. Through the early years, meetings were held in the back of his garage and later, when it seemed possible to gain permanent clubrooms, Garry was the chief negotiator and, perhaps, motivator for the Club. He was the pivot around which all the Club's efforts were balanced. Through all, he remained humble, polite and even-tempered. The fine clubrooms at Moss Vale are a fitting tribute to his efforts.

With all these other interests, however, Garry's overriding concern remained with his family. There were few times in their nearly 25 years of marriage that Garry and Pauline were parted. Garry was a loving husband who was both devoted and supportive. He was proud of his five children and was always concerned with their wants, hopes and achievements. Although none carried on into the electrical trade, in each of their chosen professions, the diligence and conscientiousness of their father will no doubt hold Darren, Sharon, Belinda, Steven and Michael in good stead.

To say that he will be missed is to greatly understate his value to friends and family. Garry's legacy to all is in humble modesty and his warm and lasting friendship, qualities for which he will be long remembered.

MAILBAG

Continued from page 65

2. I am currently using Lima rollingstock with Lima couplers. My experience of Kadee is of very small springs flying off the coupler – is there an easy method for putting them back on? I gave up in frustration. I also found that the coupler boxes did not fit readily onto my stock. A series of articles on mounting Kadee couplers on different types of locos and rollingstock would be very useful (please include any diagrams).

3. Is there any harm in double-heading locos? It is a common practice in photos I see in magazines, but I have been told that it can damage the motors. Are the ones I see in photos genuine, or is one a dummy unit?

4. I plan to model in HO scale. Is there a definitive guide to things like minimum track separation? What separations are recommended for curved and straight track? I have guessed that 2" (50mm) on straight and 3" (75mm) on a 17" (43cm) radius curve would be sufficient. Am I right?

5. I would like to know more about control systems, especially block control. Is there someone who would share their experiences of any brand or model or type of system with us beginners?

That's all for now. Apologies to the veterans, but we all have to start somewhere. I hope I have inspired someone to take up the task and share their knowledge.

Geoff Mascord,
Leeton, 2705.

Over recent years a number of attempts have been made to present a beginner's column, where reader's questions were answered. In every instance not one reader's letter was received to allow the column to obtain a footing. However, to answer some of your questions.

Cork is an excellent underlay and is available in sheets for modellers who choose to cut their own or in strips from hobby shops. Its purpose is two-fold: it deadens the sound of trains running on the otherwise bare solid baseboard and it raises the track to a more realistic height when ballasted.

Putting Kadee coupler springs back on the knuckles can be a frustrating task. Kadee market a Spring Pic which is a valued aid in replacing these tiny objects. Another successful method is to slip the tip of an X-acto No.11 knife blade into the middle of the spring. Place one end of the spring on one lug on the knuckle, compress it against that lug to allow the other end to pass under the lug at the other end, then allow the spring to expand and remove the blade. The fitting of Kadees to non-American models such as Lima can be a big subject. Articles in the past have described some methods, usually with diagrams, but the essential points are, for the fitting of No.5 couplers, a solid flat base be provided for the coupler pocket 11.4mm above rail level, and that when screwing in the coupler it MUST be on the centreline of the model for the knuckle to line up correctly on the track.

There is really no harm in double-heading locomotives, but when one runs at a different speed to the other for the given voltage the resultant wheel slip is usually obvious. It is normal practice to double-head locomotives with a similar speed range. A well used dimension for track separation HO scale for Australian models is 50mm. This may need to be increased, say to, say, 60mm if extra long vehicles such as coaches are used on tight curves. Radii under 50cm are usually considered 'tight' – all rollingstock and most locomotives will negotiate it but the overhang at the ends and middle of long vehicles does not look realistic. There are standards that cover these and other matters, that can be obtained from various organisations. Though there may be some minor variations between them they can generally be relied upon to prevent most running problems. Standards are issued as part of the joining pack by the Southern Cross Model Railway Association, PO Box 235, Matraville, 2036; the Australian Model Railway Association, 3 Augusta Street, Strathfield, 2135 or the National Model Railroad Association, the Australian address being PO Box 529, Epping, 2121.

Control systems are another subject that if fully covered would take volumes for there are many debatable points about each system. However most are covered in some form in the Kalmbach book, 'How to Wire Your Model Railroad', available from well stocked hobby shops. The British magazine, Railway Modeller also produced a small booklet in their October 1988 issue covering the layout wiring problem. This is a very simply written publication and ideal for everyone, particularly if your knowledge of electrics is sparse.

Maybe some readers will assist Geoff and other readers by preparing a detailed article on any of the subjects listed above. – Editor.

Sir,

Re TNT Harbourlink Monorail Model

As your readers are aware, TNT Shipping and Development Ltd have released, in limited quantities, an HO scale model of the Darling Harbour Monorail. This is the first venture by TNT into the manufacture of models for the hobby market and, having been entirely manufactured in Australia, it is practically unique among the range of model train sets and similar products currently available.

TNT Shipping and Development Ltd are determined to make this a high quality product and, in this early stage of manufacture and assembly, would welcome constructive feedback from anyone who has bought the model and your readers generally.

In the meantime, if anyone is wishing to purchase spare parts or has any queries regarding the model, they are invited to contact:

Peter Costelloe,
TNT Leisure Technology,
Unit 1/37-69 Union Street,
PYRMONT NSW 2009.

Sir,

I am enclosing two photographs of my work which I would like to prepare for Page 14. Offering something different, I model to scale, in Gauge 1, and my models are entirely made from matches, except for a few odds and ends. To date I have completed four models; the M van, TMF tanker, GP open wagon and AFFA flat wagon. Next I would like to do is build a diesel. Here I need help from you, or your readers.

Being a little isolated in the country, I rely heavily on plans and ideas from the Australian MODEL RAILWAY Magazine, and have purchased many back issues. I found exactly what I want in issue No.118. The AIS 1012hp diesel locomotive is ideal, but I have no idea as to what is inside a diesel cab. I could never submit to Page 14 knowing the master builder, Bentmore's Harry Bender, was looking into that area and see no detail. So if possible, can I obtain a photo, sketch, drawing or information of what is behind the orange door.

Although more a matchmodeller than a railway modeller, I enjoy your magazine. Being new in the hobby I really enjoy the 'how to do it' sections. I hope you can assist me with my problem.

Minister of Redhead Railways
B.L.Herbert,
Nantawarra, 5500

Can anyone assist with this plea? – Editor.

Sir,

The Comment column of the February magazine contains the observation that "for the railway modeller research is one of the most important aspects of the hobby . . .". It is an arguable statement, probably one which is only true for people who are museum modellers. I would suggest that simple observation plays a greater role in the building of a convincing model railway. I remember seeing, at a Sydney exhibition, a well-built and well-operated layout of North American prototype: unfortunately all the traffic and traffic signs were on the wrong side of the roads.

To stress this point, let me use as an example the picture of the signal box in the Kyneton level crossing on page 26 of the same issue. Here we have a beautifully researched signal-box, probably exact to the number of weatherboards on the side, but the effect is destroyed because, waiting at the crossing is a 'truck' which defies description. Perhaps you could publish a photograph of the prototype of this oddity to prove such a beast exists!

Most people would see more trucks in a day than railway wagons – or signal boxes – in a week, so any inaccurate motor vehicle will not just be obvious, it will grate. Surely it is better to leave out of a scene everyday items which are inaccurate or eccentric, rather than detract from a beautifully built, fully researched model which has taken many months of painstaking work. Truly, research has its place in railway modelling, but it does not substitute for walking around with one's eyes open.

Peter Wooley,
Biggera Waters, 4216.

More 'research' outside the railway fence needed? – Editor.

Sir,

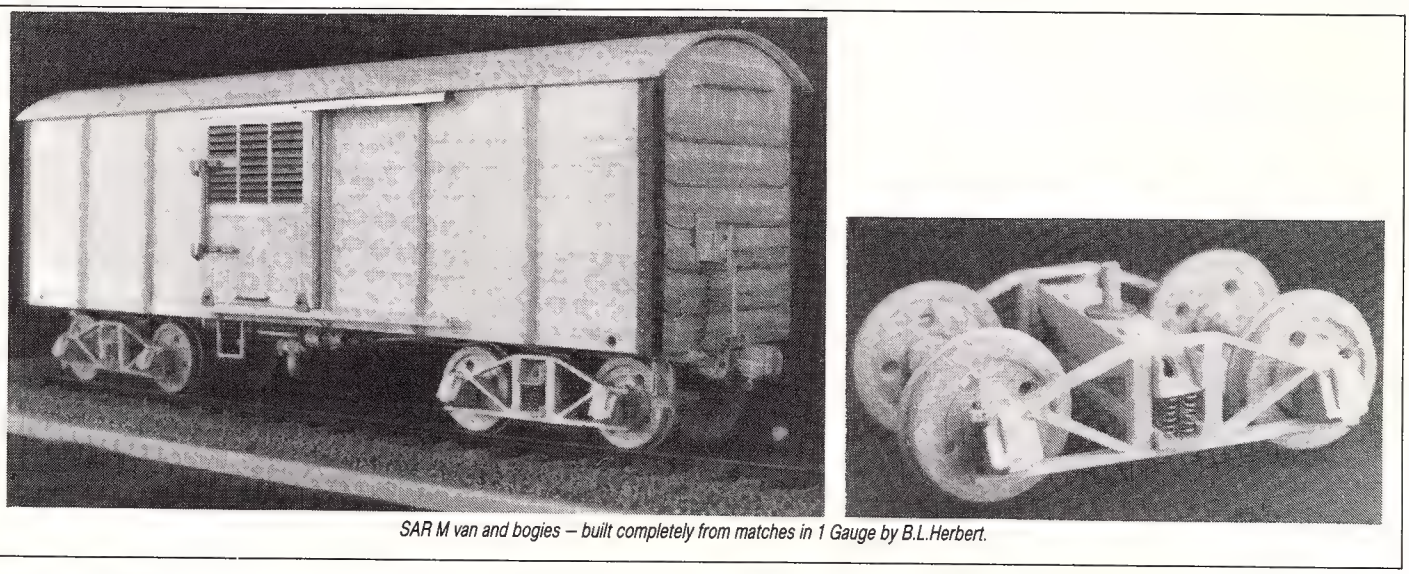
I would love to hear from any other female modellers.

It seems, on the surface, that this hobby is male dominated. However, I believe that more and more females are coming out of the woodwork.

For me, as a female modeller, it is harder to have our interest accepted by family and spouses. They suspect me to be really queer. However my spouse is starting to accept.

I would welcome any encouragement from male and females alike.

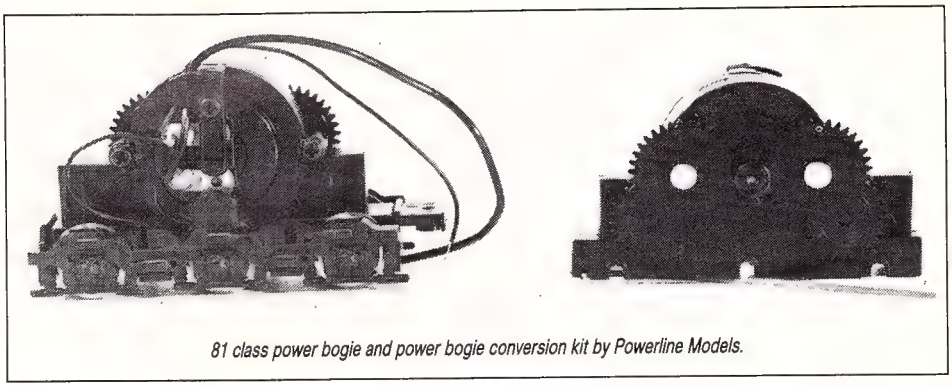
B. Stanton-Smith,
C/-PO Bredbo 2626.



SAR M van and bogies – built completely from matches in 1 Gauge by B.L.Herbert.

REVIEWS

Compiled by A.M.R.M. Staff



81 class power bogie and power bogie conversion kit by Powerline Models.

Power bogie conversion kit by Powerline Models, PO Box 264, Penrith, 2750. Price in text.

Powerline have released these 'spare parts' for modellers who wish to double motor their single powered diesels, power a dummy loco or simply repair a worn out part. Part P1200 is the bogie conversion kit and is priced at $22.50 and comprises the motor and gear assembly contained on the plastic drive unit. Wheels, sideframes, coupler pocket and keeper plate will need to be used from the unpowered bogie. Electrical cables will be an added requirement.

The power bogie, P1201 sells for $29.95 and is an 81 class power bogie complete with wires, etc. and 81 class sideframes. Part of the coupler pocket is supplied but the coupler has to be reclaimed from the model.

Assembly of both parts is relatively simple with directions being supplied by the set of instructions. A useful addition to the Powerline range.

Bob Gallagher

Power System Planning Kit by North West Short Line. Imported by Northside Hobbies, Thorby's Arcade, 562 Pennant Hills Road, West Pennant Hills, 2120. Price: $3.95

North West Short Line (NWSL) is an American firm that produces or supplies a vast array of items such as can motors, specialised modelling tools, screws of all sizes and universal coupler sets. The kit under review is produced by NWSL to assist the modeller to select the right sized motor, gear, coupler set or re-powering kit before he reaches the hobby shop. This is not a kit in the usual modelling sense of the word but consists of a number of information sheets on motors, gearboxes and gears, re-gearing and re-powering kits, wheelsets, bearings and universal coupler sets.

These sheets give all the information needed on dimensions, ratios, torque and typical applications and so allow you to decide exactly what will fit your requirements before you shop. A further addition to the kit is a set of transparent sheets on which are printed full size drawings of each gearbox, universal coupler component and Sagami motor. Place these over a scale drawing of a proposed model and it is easy to see which components will fit the available space.

This kit comes in a rather dull looking envelope but it is a must for any modeller interested in tinkering with or building locos and rollingstock.

Stuart Livesey

NSW SRA NQOX/OCX container wagon in HO scale by AR Kits, PO Box 736, Grafton, 2460. Price: $19.85.

The OCX container wagon was built to cater for the growing ISO container traffic in the late 1960s and is similar to the design and style used by the Victorian Railways for their FQX class. The wagons have a plate steel deck, are 19.2m long and 2.69m wide. The 90 class members were built in three contracts by Tullochs of Rhodes. These groups were numbered 14551-14580 (1969), 14581-14610 (1970-72) and 14611-14640 (built in 1971). In 1980 there were still 90 in service but this changed after the application of the four letter code which placed these wagons in the NQOX group which appeared to represent a steel deck wagon, carrying three ISO containers and equipped for bogie exchange. The class is now 101 strong, as there is evidence that twelve OCYs have been fitted for bogie exchange and recoded, there now only being 89 of the original OCX class in service (14566 being scrapped). There is always the possibility that the OCXs could become NQOYs with the fitting of high speed bogies.

As with all manufacturing processes, there are variations between the three manufactured groups and there will always be engineering modifications that separate the groups for modelling purposes. This model represents the version with a lashing ring fixed onto the side sill which takes in the first group and is similar in appearance to the original VR FQXs. It is common knowledge that AR Kit Co and Broad Gauge Models worked together in producing the OCX and FQX container wagons – it is logical and both organisations are to congratulated on this foresight. Consequently the assembly of the two wagons is similar. The FQX review appeared in Issue No.152.

The OCX is packaged in the now common poly bag with a card top, the reverse side of the top carrying the assembly details of the injection moulded wagon. The kit is complete except for glue and paint and also includes two Wiking 6.1m containers and decals.

As indicated assembly is straightforward and an easy task as the individual parts have been moulded to a high standard and lack any visible flash. The only preparation required is the removal from the sprue and the cleaning of the sprue mark. The OCX is a simple wagon, and as such is a simple model to assemble. The kit provides a single floor assembly which included the floor itself, centre sill, cross members and tool box sides. To be added to this are the end sills, side sills, container locating brackets, steps and brake equipment along with the floor of the equipment boxes and identification panel which are provided by a sheet of thin styrene.

Before fixing the container locating brackets in place there is a need to consider the use of the wagon. Will it be run permanently with the two supplied containers fixed in place or will containers be loaded and unloaded for variety? If it is the latter, will the Wiking brand of containers become standard on the layout. The quality of these containers is unquestionable, but they are undersized (27.5mm x 68.4mm against the correct 28mm x 69.63mm). Fixing the locks for these containers will preclude the use of any other brand. One remedy to this problem is to set a fixed size for the ISO container (say 28mm x 69mm) fixing all locks to this size and build up any undersized container to fit neatly into the locks/lugs.

Assembled, the model is an accurate representation of the prototype, complete with XCL roller bearing bogies fitted with K&M brass wheel sets. Pedantic modellers may question the size and number of some of the brake cylinders, but they will be catered for by the release of brake gear sets by AR Kit Co later this year. Modellers wishing to produce an NQOY from this kit can do so by substituting the AR Kit Co 2CM bogies as well as the NQOY code.

Final detailing of the kit is covered in the instructions but the wagon can be painted gunmetal lacquer (black) PTC blue or SRA red. The decals accompanying the kit provide for the OCX and NQOY coding. Decals are also provided to detail the two containers for OCL, CTI or AJCL. Details for this are provided on a special sheet accompanying the kit. The model photographed has two corrugated containers, one in red and decalled CTI and the other white for AJCL.

This in a very fine kit. It caters for modellers working in the 1970 and 1980 periods and no doubt will cater for the 1990s as these vehicles have a guaranteed long life. As with all models commencing as kits, the finish of the model depends upon the time put into assembling and detailing the kit. This is so simple that it is recommended for all, especially the novice modeller.

Bob Gallagher.

The Greatest Public Work – The New South Wales Railways – 1848 to 1889 by Robert Lee. Published by Hale and Ironmonger. Available ARHS Sales Centre. Price: $29.95.

Published as part of the NSW Public Works Department history project, there have been three previous volumes in this series: Historic Court Houses of NSW, Landmarks in Public Works, and James Barnet: Colonial Architect. This volume covers the part the NSW Public Works played in the formation of the New South Wales Railways.

It is not a definitive history, for a much larger volume would be required for this, but it is by far one of the most well researched and referenced publications on the subject. Quite obviously the author has spent many hours in research and these references are detailed in the border of each page. The seven chapters cover the periods from 1848 – 1855 (Sydney Railway Company), 1854 – 1861, 1857 – 1871, 1870 – 1881, 1878 – 1888 and puts icing on the cake with locomotives and rolling stock 1855 – 1889 and the colony and its railways.

For modellers, particularly those interested in the pre 1900 period, this book is full of interesting snippets, such as the colour to be applied to locomotives. This was detailed in a specification as 'two coats of green, picked out in black . . . '. The finish to be applied to the six wheel brake vans was specified as 'two coats of pattern colour (purple/brown) . . .'. It may not answer all the questions required but it definitely gives some answers as well as providing many leads for the enthusiasts.

The book is profusely illustrated with monotone photographs. Some have been published before while others are new to the railway enthusiast scene. All have descriptive captions which add to the interest of the publication.

Another aspect detailed in this publication is the personality entanglements which influenced the fledgling NSWGR. In this modern world this is called politics, and it gives a logical explanation to why some of the locomotives were purchased.

As stated, not a definitive work, but one of the most interesting ever published for enthusiast and modeller alike.

Bob Gallagher

The Tramways of Australia by Samuel Brimson. Published by PR Books, 5 Skyline Place, Frenchs Forest, 2086.

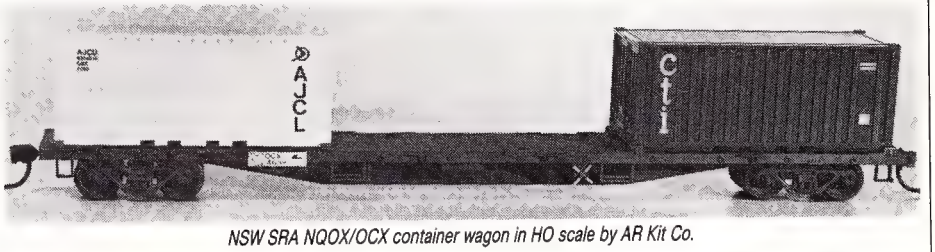
Although picked up at a book sale in a holiday town this book is of benefit to anyone interested in trams. Profusely illustrated with monotone photographs which have highly detailed captions it extensively covers the tramway scene in Australia. All types and locations are covered including such tramway backwaters as steam motors in Broken Hill, trams in Fremantle and Maitland, and Rockhampton in the far north where French built steam motors were used.

Of 223 pages in size, the book was found to be extremely interesting and informative and one that will entertain for some considerable time, for the author has made a genuine endeavor to inform the reader about the system without becoming lost in technicalities and local jargon.

Bob Gallagher

'The Glenreagh to Dorrigo Branch Railway' by Malcolm Paull. Published and distributed by ARHS, NSW Division, PO Box E129, St James, 2000. Price: $14.95.

This picturesque branch line situated on the upper North Coast of NSW has been the focus of much attention in recent time. Through the enthusiastic efforts of the Dorrigo Steam Railway and Museum, the Dorrigo branch still exists today, a little rusty but nevertheless complete and with prospects for an exciting future.



NSW SRA NQOX/OCX container wagon in HO scale by AR Kit Co.

The Dorrigo line, unlike most branches in NSW, was endowed with scenic beauty throughout its length. From Glenreagh, situated on the lush coastal plain, the branch traversed and ascended 70km through thickly forested mountains to the Dorrigo plateau, noted for its dairying country. Along the line, many of the branch's facilities were adorned with imaginative names such as 'Cascade', 'Timber Top' and 'Mole Creek Tank'.

Unfortunately, the Dorrigo branch was costly to build, pushed as it was through some extremely rugged country. Engineering works such as bridges, tunnels, culverts and embankments abound along the branch's length. It featured some of the steepest gradients and tightest curves on the NSWGR. The area's high rainfall caused operational difficulties and maintenance expenses were relatively high. Revenue from the branch never met expectations and the line was closed in 1972 after several washaways occurred during heavy rain.

While the museum group's activities have received a fair amount of publicity, very little information on the Dorrigo branch itself has been available. Malcolm Paull has now corrected this with a fully detailed and well illustrated history in a soft colour covered 80 page A4 sized book.

There are eleven chapters altogether, dealing with the area's history, construction of the line, rail services, motive power, accidents and suspension of services. The re-opening of the branch is also covered. The format reminds one of an ARHS Bulletin article, albeit greatly expanded. The easily read text is supported by several maps, numerous station arrangement drawings and service timetables. The book is profusely illustrated with photographs and a number are real gems. Views of the timber mill at Briggsvale show a huge amount of detail, including a narrow gauge Climax logging locomotive.

Reading the book, I discovered two interesting facts about the branch. One was that approval had been given in 1928 to extend the branch west some 143 km to Guyra on the Northern line and 13 km of railway formation had been completed before work was stopped. The second point of interest was the number of locomotive types approved to operate on the branch. They included: steam classes 19, 28, 32 and 50; and diesel classes 421, 422, 43, 45, 47, 48, 49, 70 and 73.

In summation, a well presented book about an appealing NSWGR branch that has much to offer the modeller and rail historian.

Ross Verdich

NSWR BD/NOAF open wagon decal set by Silvermaz Models, PO Box 72, Liverpool, 2170. Price: $1.45.

This decal set was produced for the successful HO scale BD open wagon kit by Silvermaz, and are now available as a separate item. Produced by BGB, the three-colour decals have been reproduced on the easy to work BGB decal paper. The single sheet is supplied in a plastic bag with a colour card header. No instructions are included. The decals cater for the wagon in both code periods and to this end the identification panels are supplied in made-up form with only the addition of the last three road numbers being required. The BD wagon is an easy one to cater for as all 200 units were consecutively numbered. Thus the first two numbers have been reproduced on the panel and eight groups of three numbers are supplied. It is simply to select a group and apply to the panel, after it has been added to the wagon. It is also possible to cut these numbers up to make additional road numbers, but who has more than eight BD wagons? An added bonus on the pack is the two blue on white L7 decals, which has been applied to flat panels on the side of wagons. While it is debatable whether this logo was ever applied to a BD wagon, it is a useful addition to the decal scrap book.

Bob Gallagher.

Australian Victorian Era Cottage kit in HO scale by LJ Models, PO Box 978, Wodonga, 3690. Price: $10.95.

Numbered V5 in the LJ Models Ausbuilding Kits series, this structure represents a small cottage from the Victorian era. Based on 1880s architecture, the cement rendered structure requires a space of 100mm x 150mm on the layout. Produced from 0.4mm quality card stock, the detail of the structure has been reproduced in five colours. The main walls are red, the roof grey, verandah roof red with cream stripes, cream trim, light green verandah floor and steps, with the doors being bronze green.

As with any similar card kits, it has to be cut out and assembled and for extended life it is wise to strengthen the interior during assembly. The kit includes highly detailed assembly instructions, pre-printed glazing, lintels, roof beams and chimneys along with full roofing detail and verandah deck. The two coloured verandah roof is bull nosed and quite typical of the building.

While of freelance origin, it is representative of many dwellings that were built around the railway stations of larger towns as well as in the suburbs and in the main streets of towns. In the Sydney suburbs, such-like buildings are still standing and can be purchased if you have a spare $200,000 or so.

This building will add Australian originality to a layout.

Bob Gallagher.

NSWR HGM/NOGF and GP/NOHF open wagon kits by N-Trains, PO Box 257, Merrylands, 2170. Price in text.

Five hundred of these 40 foot bogie wagons were built. They were supplied by Waggonfabrik Talbot and assembled by Clyde Engineering in 1950-51. These wagons entered service as G wagons, but were later given other codes including HGM to indicate a heavier carrying capacity due to different bogies. Many were rebuilt by replacing the doors with solid panels and recoded GP. They are used for concentrate ore trains between Broken Hill and Newcastle where they are unloaded by overhead crane. This class of vehicle was extensively covered by Paul Rogers and Roger Porter in the April 1978 (Issue 143) of the Australian MODEL RAILWAY Magazine.

The kits come in a plastic bag with a stapled cardboard top. The top has a photograph on it as well as some prototype information. All the injection moulded parts are included in the kits, including the brake gear and ladders. The instructions do not go into detail about how to assemble the parts but, as is pointed out, it is very easy to assemble as there are only five main components plus the detailing parts. The instruction sheet does include a diagram of the layout of the brake gear and the position of the ladders which is very helpful to those not familiar with the prototype. The instructions give a suggested colour range for the model. If PTC blue is required then you don't have to paint the bodies as they are moulded in a blue which is very close to the that colour. Included in the kits is a sheet of decals with a number of combinations plus a string of numbers to allow the modeller to make up his own numbers. If the wagons are to be used as empties then the three mould release pins on each side should be removed before assembly of the model. These wagons will possibly require a small amount of weight added, but this is up to the modeller.

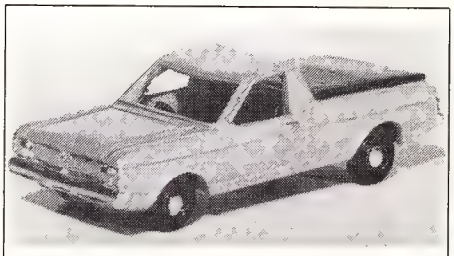
These kits are available in two forms; the kits without bogies retail for $12.50 per wagon and those with bogies retail for $16.25 per wagon. When assembled these wagons look good and are to scale and complement the range of models already available from this supplier.

David Bennett.

Ford Falcon XY model utility in HO scale by Weico Models, PO Box 283, Reservoir, 2073. Price: $8.55.

The XY Ford Falcon was released in October 1970. The utility version, being one of its many derivatives, was released at a later date. The XY model was replaced by the XA Falcon in March 1972.

The model is another in Weico Models' 1/87 scale Australian Transport series and is supplied in a blister pack, fully assembled and painted. Made from metal castings the floor and body have been assembled with epoxy glue, the underfloor being devoid of any automotive detail. However, the body is well shaped and is a good representative of the Ford ute. The model reviewed was painted a light green and had a brown interior. The cover over the rear section is black. The interior detail includes



XY Ford Falcon utility in HO scale by Weico Models.

steering wheel, brake shift and bench seat. The model has to be disassembled to fit a driver or passenger and to add glass, which is not supplied with the model. As with most commercial vehicles, this model ute can still be seen today on building sites and in the scrub as a farm vehicle, or around railway sidings on delivery service. It is ideal for any HO scale modeller working in the period from 1970 onwards.

Bob Gallagher.

Underfloor detailing for Powerline FS/BS coaches in HO scale by Casula Hobbies, PO Box 72, Liverpool, 2170. Price: $3.00.

Following the success of the Aurora and MHG underfloor detailing kits, Casula have released a detailing kit for the Trax/Powerline FS/BS passenger car. Supplied in a plastic bag pack, the electrical panel casting is prepainted and simply fits over the brake cylinder, an opening being provided in the polyester resin casting. Other unpainted castings are supplied, and reference to FS or BS photographs are necessary for correct placement.

A very handy detailing package.

Bob Gallagher.

Australian weatherboard cottage kit in HO scale by LJ Models, PO Box 978, Wodonga, 3690. Price: $10.95.

Numbered V6 in the LJ Models Ausbuilding Kits series, this structure represents a typical 1880s cottage of weatherboard and corrugated iron construction and requires a space of 110mm x 135mm on the layout. Similar to other LJ Model kits in manufacture and assembly it is produced from 0.4mm quality card stock, the detail of the structure being reproduced in four colours. The timberwork walls are biscuit, the roof red with cream windows and trim.

Assembly is almost identical with other LJ Model kits and this is made easy by the highly detailed assembly instruction sheet accompanying the kits. Like the Victorian era cottage, this structure is seen around railway stations, country towns and suburbs in the older cities where they are sought after as trendy houses.

A small group of these cottages would make an ideal scene.

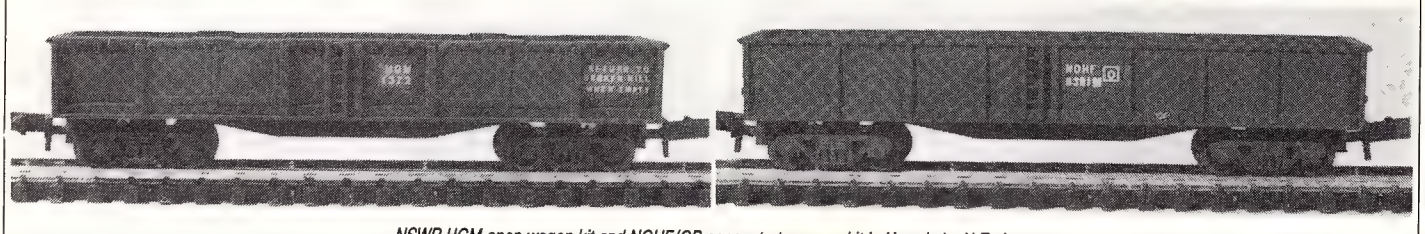
Bob Gallagher.

'Pure Steam', featuring the Flying Scotsman in Australia. Videocassette from ABC Video. Available from ARHS, NSW Division, PO Box E129, St James 2000. Price: $39.95.

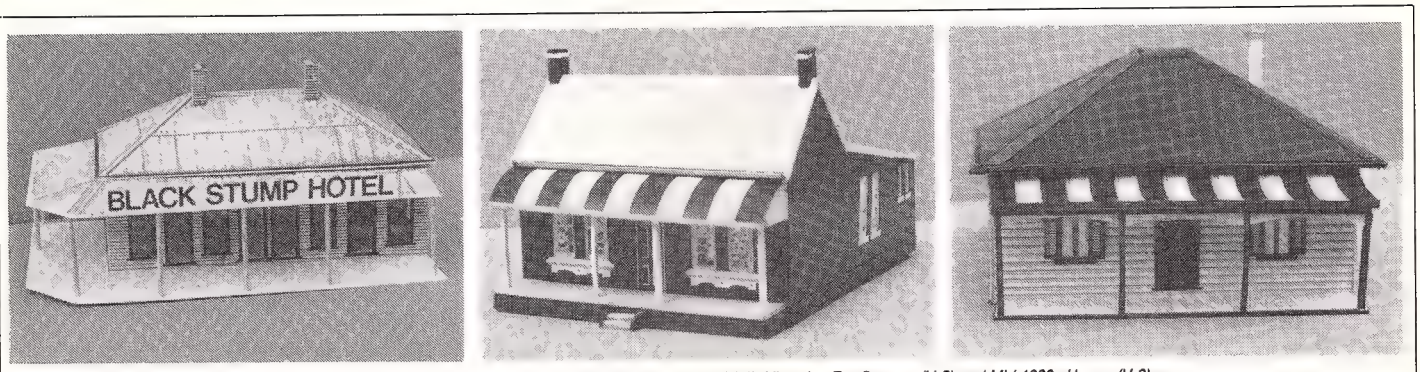
Living in Sydney, and somewhat disappointed that I could not view the splendid activities of Austeam 88 in Melbourne first hand, I eagerly awaited videocassette coverage of the events. Following up their much lauded 3801 videocassette, the ABC have now produced a 60 minute programme that provides unsurpassed coverage of Austeam 88.

The visit to Australia of the Flying Scotsman is, to the railfan, an incomparable event, a 'once in a lifetime' experience. The ABC have used 18 cameras to capture this engine's first two months in Australia and, also, its steam brethren involved in Austeam 88.

The videocassette begins with views of the Flying Scotsman's departure from London, its unloading in Sydney and the initial trial run to Wollongong. We then view the respective journeys to Melbourne of 1210 and 3112 doubleheaded, Flying



NSWR HGM open wagon kit and NOHF/GP concentrate wagon kit in N scale by N-Trains.



HO scale Ausbuilding card kits by LJ Models. Black Stump Hotel (V-4), Victorian Era Cottage (V-5) and Mid 1880s House (V-6).

Scotsman and 3801. Highlights of Austeam 88 are then viewed, including:

- The triple parallel run of three steam hauled trains and the unfortunate but dramatic derailment of R761.
- Flying Scotsman's parallel run with R761.
- 3801's parallel run with R761.

The ABC covered these events from every angle. The expected lineside views have been supplemented with cab, pacing and helicopter shots. In one helicopter view, the inside motion of Flying Scotsman can be observed. Synchronised sound is also a feature, from the saturated double-headed beat of 1210 and 3112, to the magical three cylinder exhaust of Flying Scotsman. Narration is provided by the ABC's Jim Revitt.

Videocassette reproduction quality is to the ABC's usual excellent standard. Some scenes, though, were a little fuzzy, in particular the helicopter views, but this is understandable in the circumstances.

I really enjoyed viewing this videocassette; it is a treat for the Australian railfan and is highly recommended.

Ross Verdich

S scale locomotive castings by Railwest Models, 30 Wynne Street, Hazelmere, 6055. Price in text.

S scale is growing in interest in Australia especially by the many who follow the Australian 3'6" narrow gauge system. This is particularly strong in Queensland and Western Australia where the common HO 16.5mm gauge track is used. These Sn3½ modellers can use many imported items but must turn to their own modelling skills when requiring specific detailing components. The WA modellers have banded together and made available some of the parts they have produced for their own models. These parts are metal castings and are supplied in a plastic zip seal bag. Samples to hand indicate that the metal casting process used is very good, for the components are devoid of any flaws and have minimal mould separation flash. All components are true in shape and have been cast from well made masters. Parts inspected include a kerosene headlight ($1.00), a G class chimney ($2.00), a G class steam dome ($2.00) and a pair of clack valves ($1.00). If the latter are a true example of the standard of components to be supplied by Railwest Models, then 3/16" S scale modellers have a promising future.

These are but a few of many parts available from Railwest, and detailed lists are available upon the receipt of a SSAE.

Bob Gallagher.

'Flying Scotsman – A Locomotive Legend'. Edited by Nigel Harris from Silver Publishing Ltd. Available from ARHS, NSW Division, PO Box E129, St James, 2000. Price: $10.95.

A book profiling the Flying Scotsman (4472) could not have been released in Australia at a more appropriate time.

This soft covered glossy 60 page book is produced to the usual high standard one associates with English railway publications. It provides a detailed history of the locomotive, from its construction in 1923 through to its arrival in Melbourne for Austeam 88.

The book's contents include a forward by the owner of 4472, the Hon. William McAlpine, and six chapters on the following topics:

- A locomotive legend.
- Evolution of the Gresley A1/A3 Class 'Pacific'.
- Flying Scotsman at work 1923-1963.
- Flying Scotsman preserved 1963-1980.
- Preparing for Australia.
- Flying Scotsman in Australia.

Throughout its working life, the charismatic 4472 has been a notable steam engine. It was the first new locomotive built by the then LNER, and was proudly exhibited at Wembley in 1924, with embellishments not given to other members of the class. It worked the first non-stop 'Flying Scotsman' from Kings Cross to Edinburgh in 1928 and in 1934 achieved the first fully authenticated 100mph (160 km/h) by a steam engine. The 4472 is the only survivor of the famous Gresley LNER A1/A3 Class. In 1969 the locomotive crossed the Atlantic for an eventful four year stay in the USA.

This book would have to be the definitive work on the 4472. The text is both informative and easy to read. Carefully selected B&W and colour photographs illustrate the various guises of the locomotive in its 65 years.

If you would like to know more about this English visitor to our railway metals, I recommend this excellent and reasonably priced publication to you.

Ross Verdich

Country Pub kit in HO scale by LJ Models, PO Box 978, Wodonga, 3690. Price: $10.95.

Number V4 in the LJ Models Ausbuilding Kits series, this structure represents a small country pub of weatherboard and corrugated iron construction and requires a space of 175mm x 120mm on the layout. Produced from 0.4mm quality card stock, the detail of the structure has been reproduced in two colours. The timberwork is buff with dark green trim.

Like any similar card kits, it has to be cut out and assembled. For extended life it will be wise to give it additional interior support during assembly. The kit includes highly detailed assembly instructions, pre-printed glazing, pre-turned timber veranda posts and card stock chimney brickwork along with full roofing detail and boardwalk.

Of fictitious origin, it is supplied with a hoarding type nameboard, printed Black Stump Hotel, but those requiring alternative names and appropriate alcohol signs would not have any problems as many of these are supplied in the hobby shops as well as in the kit. Star Hotel and Railway Hotel names are also provided. A very interesting project.

Bob Gallagher.

NSWR S truck kit in 2mm scale by Gunnadoo Models, PO Box 319, Gymea, 2227. Price: $11.70 pack of three.

The S wagon was the most numerous on the New South Wales Railway system, there being 6826 in service in 1970. Although the original S wagon was built in 1910, the wagon covered by the kit represents the class as built on the standard 18' underframes, by Commonwealth Engineering and delivered during the 1945-58 period. The underframe was also used on almost all other four wheel stock built in the late 1940s and 1950s. The S wagon had 3' high steel sides with a 7' downward folding timber door. Metric dimensions are 5.5m underframe, 0.9m high sides and 2.1m door. The S wagon was used for almost every type of traffic imaginable, except liquids, but even these were transported in containers in the ever so common S wagon.

They are made to a scale of 1:152, they are not the usual scale for Australian N scale models. This is very close to the Australian scale and only look a little oversize when placed next to a 1:160 N scale model. The width of the wagon, probably its most notably oversize dimension, is 1mm wider at 19.1mm instead of 18.1mm.

The kits are supplied in a plastic bag with a cardboard top. It contains three cast epoxy resin bodies of the S truck along with a coloured photograph and an instruction sheet. This gives details of the prototype plus details of the chassis, couplers and decals to use with the kit.

The bodies have some flash around the top edge. This is easily removed using a sheet of fine wet and dry paper laid on a flat surface. The wagon body is placed on this, upside down, and then rubbed slowly back and forth. As the flash on one of the bodies was thicker at one corner than the others, this method of removing the flash can also remove any unevenness giving a flat top to the body.

Each body had a number of very small air bubbles. Some of these were in places that caused no problems but some were in critical areas such as the diagonal braces on the sides. These were filled with modelling putty as suggested in the instructions.

The chassis needs to have some work done on it before it is cut into pieces. This involves trimming off the Peco brake gear moulded onto the side of the chassis. This is easily accomplished with a sharp craft knife but is a bit fiddly as the chassis is small and the plastic is fairly tough. The next step is to cut the chassis. At this point the instructions fall short; they indicate where to cut the Peco chassis but do not give dimensions to work to. I found that a cut on the inside of the transverse line on the chassis followed by a second cut to give an axle box piece measuring 10mm worked well. Maybe a dimensioned diagram in future instruction sheets will remedy this problem.

Having cut the chassis, the method of locating it in the body is to line the centreline of the axleboxes with a small line on one solebar. This line can be found when you look for it, but it is not very deep so it will not be obvious in the finished model. The axlebox pieces are glued in with super glue.

As the wagon is a solid casting it cannot represent an empty wagon and some sort of load will have to be put in to hide this fact. This could be in the form of a tarpaulin as suggested in the instructions. These can be fabricated from tissue paper formed to shape and coated with PVA glue to form a rigid although somewhat fragile cover, and can be weathered to look like old canvas.

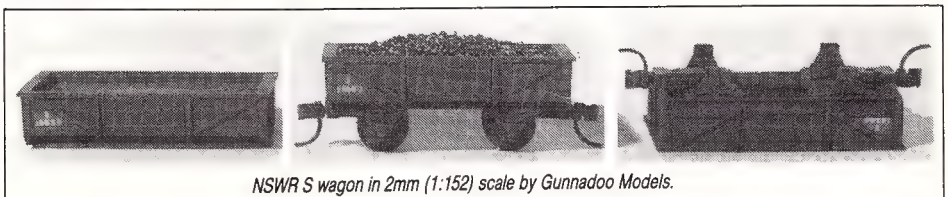
The instructions recommend Kadee couplers. These are glued onto a pad in the casting and onto part of the Peco chassis. It is therefore necessary to file the chassis parts to ensure that they are level with the pads at the ends otherwise the couplers will sit down in the centre and may even foul the axles.

The next step is painting and then decalling the wagons. A sheet of decals is available from the N-trains range. I found that when the bodies were sprayed with floquil Weathered Black a number of very small air holes, which were invisible before, showed up. These were filled and the bodies resprayed.

The first body took about an hour to complete but the others become then quicker when you know how to assemble the units. The total cost including body, chassis, couplers and decals is under $10.00 per unit, and the end result is certainly a

Continued over page.

S scale locomotive castings by Railwest Models.



NSWR S wagon in 2mm (1:152) scale by Gunnadoo Models.

REVIEWS

Continued from page 69.

vehicle that represents a NSWGR S truck. I feel they do not look out of place with other N scale models.

David Bennett.

The Life and Times of New Zealand's Famous Fell Engine, by C.C. Lea. Published by Southern Press, PO Box 50-134, Porirua, Wellington, New Zealand. Available from ARHS Sales Centre, PO Box E129, St James, 2000. Price: $3.25.

This 32 page, 210 x 150mm booklet details the history of the locomotive that worked the Rimutaki Incline on New Zealand's North Island. To service the fertile Wairarapa Plains, railway engineers were faced with a grade of from 1 in 14 to 1 in 16 and they decided to use the Fell system for the three mile climb.

This booklet, through detailed text and mono photographs, covers the development of H 199, the imported locomotive, as well as its three NZ built sisters. It is a very interesting and informative publication, one which would be of interest to almost anyone.

Bob Gallagher.

Three Preserved Locomotives by G.J.McClare. Available from ARHS Sales Centre, PO Box E129, St James, 2000. Price: $9.60.

Produced by the New Zealand Railway and Locomotive Society, this sixteen page booklet is actually 'A souvenir of three preserved NZR steam locomotives at the Ferrymead Historic Park'. Covering the NZR X, Ab and Wab classes in detailed text it is complemented with colour and mono illustrations. The text concentrates on the three specific preserved locomotives, and while being an ideal souvenir to have on hand when inspecting the Ferrymead museum, it is also an ideal publication to provide information for modellers and enthusiasts.

Bob Gallagher.

DERAILMENTS

Last issue the review on the NSWR preserved loco emblem was inaccurate in two instances. It was the work of WRP products of PO Box 112, Peakhurst, 2210 and it is available at Casula Hobbies, Lloyd's Model Railways, Northside Hobbies and Junction Hobbies.

We apologise for any inconvenience caused to advertisers and readers.

AMRM NEWS

Continued from page 61

for Footplate. The kit will have arrived by the time this magazine is available. Footplate also advise of further deliveries of the Z16 class and standard tender kits and that they expect the arrival of a D53 cab conversion kit shortly. To assist modellers assemble their kits Footplate are planning on a construction guide.

A new manufacturer is catering for the Queensland railway modeller. Casting in epoxy resin Northern Models, a Brisbane based organisation has a range of six vehicles at present. These include the 1200 class diesel, the QLX louvre van, CO and CLO vans and the MMV baggage car. An addition to this is the VR Y class diesel. Scheduled additions include the ALY, MBL, MAL (Sunlander car), MPC and DH class locomotive. The kits are one piece body casting with a detailed floor section. Detailed assembly instructions are included and for the locomotive this includes a plan and details of converting the Lima 44 mechanism. These HO scale kits are being distributed by Railco, PO Box 217, Zillmere 4034.

AR Kits advise that they expect the final manufacturing problems on their CFX bogie flat wagon to completed so that the kit will be released by the end of March. Also expected by the end of March is the AR Kits C36 class locomotive kit, depending of course upon shipment.

Lloyd's Model Railways have received their latest shipment of Flushglaze windows and included in the delivery is glazing for the Powerline 81, Lima MFE, MBE and TAM as well as the Aurora and Indian Pacific cars. The 81 windows are very good.

Railmac Publications have released two new books of interest to modellers. The first is SAR Railcars 1920-1975 and details these interesting vehicles which took on the names of birds. The second covers motor buses in their depots and is called Buses at Home. Both will be reviewed next issue.

The ABC have released a new video covering, in part, Austeam 1988. Called 'Pure Steam' it is one of the best railway videos now available and covering the Flying Scotsman, 3801 plus R and K classes, it is a must for the video library. If you do not have a video, ensure you find a friend who has one and take the time to watch it. The video runs for an hour but you will need at least two to watch it – plus the time to rewind the video for the second viewing.

Modellers living on Sydney's North Shore will welcome Alan Rosenstein's move from his hobby shop in Wallaceway at Chatswood to a new store in Anderson Street, Chatswood. To be called Hobbies Unlimited, the shop is across the road from Wallaceway, but accessible directly from the street. When in the area, make yourself known to Alan who stocks a wide range of products.

Data Sheets have released four new drawings covering NSWR structures. They cover the 1913 A5 station building design, timber openings (small bridges) in track, 1913 coal bunker and coal bunker trestling. Further details next issue.

J & J Hobbies advise that they have been appointed Australian and New Zealand agents for 'N Scale of Nevada' who produce metal chassis for Bachmann, Atlas and Con-Cor N scale locomotives. While adding weight to the models, these kits will aid pickup and overall performance. J & J have also been able to obtain a few O scale (¼") Rivarossi/AHM 0-8-0 locomotive kits. These are the old type of static model kit and include metal wheels. It is understood that this is the last of these kits to be produced. A motorising kit is also available.

Berg's Hobbies have advised that they will be producing a rerun of their popular HO scale 48 class diesel, the manufacturer being Samhongsa of Korea. With delivery is expected later in the year, Berg's are planning for a number of versions including a narrow gauge version and a Series II for the SAR 830 class. While on the subject of diesels, it is interesting to note the continued popularity of the Berg's diesel kits. Originally produced in a period when NSWR outline locomotives were very hard to obtain, they have survived the brass-glut period and continue to be popular. The models available in HO scale include, the 40, 41, 422, 45 and 49 classes. The body kits are produced in New Zealand exclusively for Berg's Hobbies and are designed to fit a commercial chassis. ■

VALE

Ford Niquet

January 16, 1989 Aged 75

It is with deep regret that we report the death of Ford Niquet, after a brief illness.

A pioneer of Victorian Railway O gauge modelling, Ford was a foundation member of the Victorian Model Railway Society. He was very active in the building of the Society's O gauge layout and was made a life member of V.M.R.S. in 1988.

A dedicated scratchbuilder, he had a large layout in his loft. Called the Gippsland and Western, it included and extensive roster which included locomotives, goods wagons and carriages. All were scratchbuilt in his small but extensive workshop. As a modeller, he was active right up to his death.

His modelling standard was very high and he did not restrict his work to model railways. He produced a model of the Watt Beam Engine, as used in the Soho works, for the Melbourne Science Museum. Built to a scale of 1½" to the foot, every nut and bolt was faithfully reproduced. It was motorised and operated by push-button so that every accurately reproduced part could be observed.

Examples of his work were seen running at the 1954 Centenary Exhibition held at the Melbourne Town Hall. The epitome of his ¼" scale work, a VR breakdown crane was illustrated in the Australian MODEL RAILWAY Magazine. This model was fully operational. From a standard controller, the jib could rotate, raise and lower and the cable extend in and out for lifting.

Ford was also a pioneer in the use of Silastic rubber in the hobby, using this room temperature vulcanising material to produce type-metal parts for his models.

His interests also extended to the prototype, and for many years he was active with the Puffing Billy Preservation Society working primarily with the restoration of passenger cars, mainly woodwork, for Ford was a carpenter by trade.

Ford is survived by his wife, Margaret, his daughter Yvonne and her family. To them we extend our heartfelt sympathy.

Ford will be sadly missed. It was a pleasure to have known him.

VALE

Ray Pearson

February 21, 1989 Aged 83

It is with deep regret that we report the death of Ray Pearson, formally of Burwood, Victoria. He died on Tuesday February 21, 1989 at the age of eighty three.

In the infancy of the railfan movement in Victoria, in the early 1930s, Ray Pearson's home, then in Lord Street, Richmond, was the recognised meeting place of the enthusiasts. These were held each and every Saturday night, until the establishment of the Victorian Model Railway Society and later, the Victorian Branch of the Australian Railway Historical Society.

The largest room in Ray's home, the lounge room, was fully occupied by an O scale 3-rail layout that featured a heterogeneous variety of American Flyer, Bassett-Lowke, Bing, Hornby, Ives and Lionel locomotives and rollingstock. Ray was an acknowledged expert and could just as easily repair clockwork mechanisms as rewind an old Hornby Metropolitan electric locomotive to operate from a safe voltage.

He was at all times quick to recognise advances in the model railway industry. Such as the advantages of raised centre third rail over the all-level system and many were given their first lessons in permanent way construction by Ray.

While modellers could always be found clustered around Ray's layout, the enthusiasts of prototype gathered around the kitchen table, cheered on many winters' eve by Elli Pearson's one-fire stove. Regulars included John Buckland, Wal Larson, the late Les Poole and many others whose names are now legendary in their work of documenting railway and tramway history.

Ray's vast photographic collection was at all times freely available to those interested and through his camera much was recorded on film that would otherwise have been lost to the historian today. His unique field of interest embraced the entire gambit of rail transport, including industrial and bush tramways.

The toy and hobby trade of Melbourne were fortunate in being able to have their repair departments serviced by Ray. To the many involved, his weekly calls, usually made on a trusty old motor cycle and side car outfit, were a regular part of the scene.

Ray was a man of immense humanity and will be sadly missed. If anyone could be fittingly nominated as Father of the railfan movement in Victoria, then without doubt it would be Ray Pearson. To his wife Elli, son George and family, we extend our heartfelt sympathy.

Peter Duckett.

POWERLINE 81 CLASS MODIFICATIONS

Continued from page 52

masked to leave the roof clear. It was sprayed Floquil Reefer Gray and when dry coated with Floquil Clear Flat. The chassis was also painted, and this was before the addition of the bogie steps and the brakewheels, and the final securing of the Kadees, but after the modification to the pilots. Reefer Gray was again used with some weathering being applied. The orange on the 'L7' logo and the cab side lettering was enhanced with Humbrol Gloss Orange, using a 000 brush.

Other Modifications

Almost everyone is awaiting the Flushglaze windows for the 81 and windscreen wipers would make a nice touch. The next task is to heavily weather the models to represent the prototype — covered in road grime and diesel fumes.

Acknowledgements

Special thanks to Ross Hurley, Graham Ball, Allan Brown and the crew from Powerline for their assistance with the preparation of this article. ■

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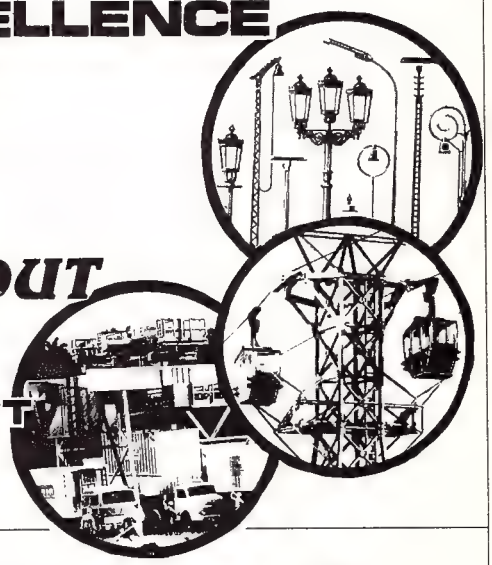

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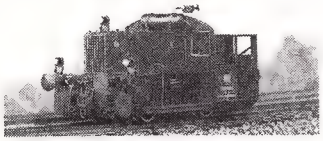
SIGNALS made from brass HO/OO N, Z and No. 1

Locomotives – Shunters



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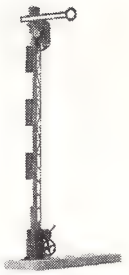

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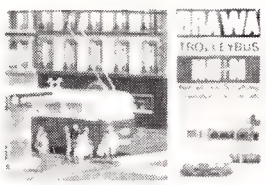

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STATION NAMES

The names modellers give to stations on their layouts often, it seems to me, lack originality. The stations are often named after members of the family, friends, or fairly well known stations on the prototype. For those of you who want to be different here are a few names I have extracted from the 1941 edition of the "Department of Railways, NSW Alphabetical List of Stations, Platforms, Sidings and Collieries".

If you model the QR system then Paw Paw or even Nana Glen may be suitable names. Both of these places are to be found on the North Coast line north of Coffs Harbour. Ampdale may suit a sight near the control panel. In 1941 Ampdale was an unattended siding between Grafton and Casino. For a rural scene Baan Baa would be apt and Bolivia would give an international flavour to any layout. Baan Baa is to be found north of Werris Creek while Bolivia is north of Glen Innes.

Other gems from the list include Billinudgel, Booshang, Bugaldie, Bugilbone, Burrumbuttock, Crabbes Creek, Crooble, Cumboogle, Dripstone, Grong Grong, Gwabegar, Kadungle, Merrywinbone, Mumbil, Nubba and The Risk. For those with a period layout what better name for a station than Robinhood which, in 1941, was an area between Liverpool and Campbelltown. No true Australian layout should be without a station called Ettamogah; the prototype is to be found between Culcairn and Albury. Trundle would be suitable for a portable layout and how about Yeo Yeo for a child's layout.

Of course if you are running short of Letraset when it is time to do the lettering on the station nameboard then Nea was just made to order.

Stuart Livesay.

Subscribers Please Note
As the magazine envelopes are addressed three weeks prior to the magazine being posted, it is essential that all subscription renewals and address changes reach the AMRM office prior to that date.

UNDER LIVE WIRES

ERECTING THE OVERHEAD WIRING

Continued from page 28.

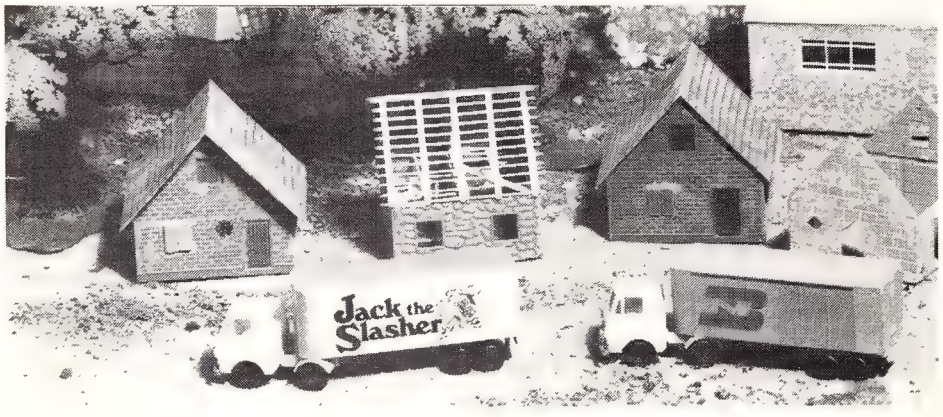
tram and rail wires. It is set up so that the pantograph swoops down slightly to avoid tangling with the tram wire. Also, the tram wire is skewed through the crossing at about 85 degrees instead of at right angles to the rail wire.

To be Continued .... ■

The next instalment of Ian Weickhardt's article will cover pantographs.

Previous articles in this series include:-

Under Live Wire – 1	June 1988
Under Live Wire – 2	December 1988



Trucks and Buildings

by Peter Kelly
photos by Ian Bird

At last some of the POLA/TYCO buildings under construction are completed.

I used slate paper on 30 thou. for the roofs and doors, and shutters from the scrap box.

The roof supports can be used for trellis or cut to make fences.

The Tyco North Burlington trucks become Australian by spray painting out the words but leaving the Logo. (Strange-Northern Border transport on my layout has this Logo.)

The Jack the Slasher van is a Queensland foodwarehouse and the signs are off the company's Baked Bean tins.

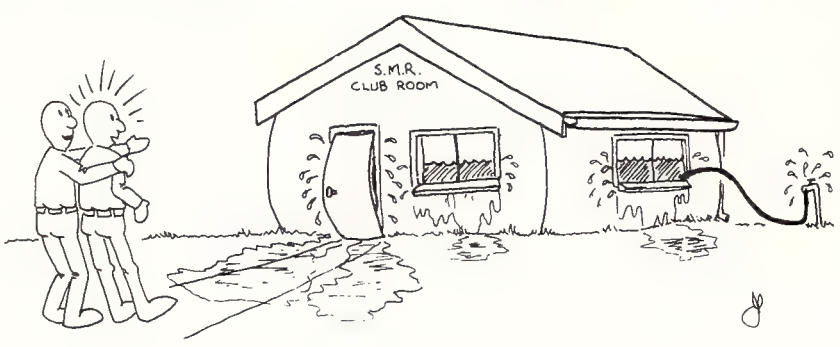
In the second photo, the Airfix end loader is permanently mounted in the Viking truck. This dodge allows one to display 2 models in the space of one.

The Dairy Milk tanker is a Majorette Shell Tanker with the Shell transfers removed and chocolate paper sign in its place.

The store is a 1930's era complete with an early pump and the Post Office in the right hand section.

The Hall is the local at Bald Hills (Q) where I live.

Both the store and hall are hand made from wood siding with plastic steps and fencing on the hall.



"... and being a stickler for detail, the '52 Maitland flood seemed a natural for authenticity"

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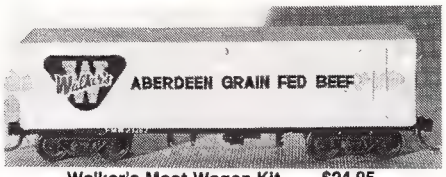

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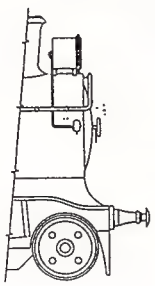

VERSION 1

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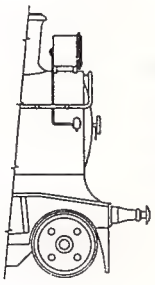
CURVED FOOTPLATE



VERSION 2

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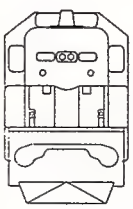
*** NSWGR 49 CLASS *** HO SCALE 4 VERSIONS



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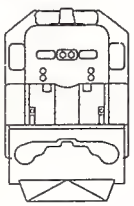
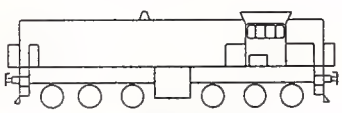
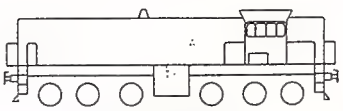
CURVED BUFFER BEAMS





SERIES 1, DEEP VALANCE
(4901-4912)



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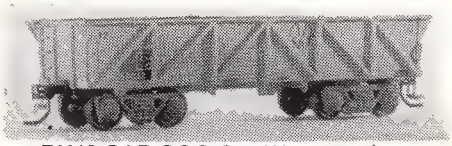

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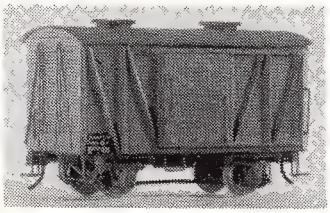

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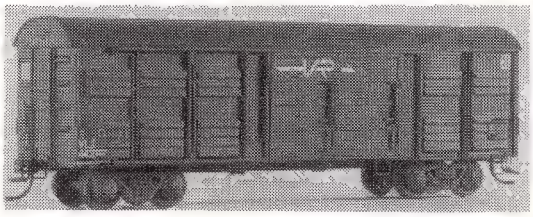

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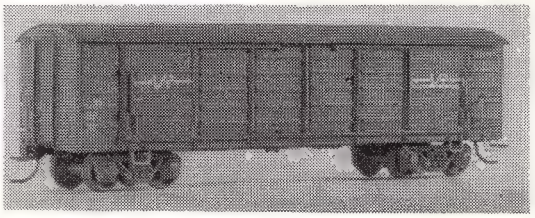

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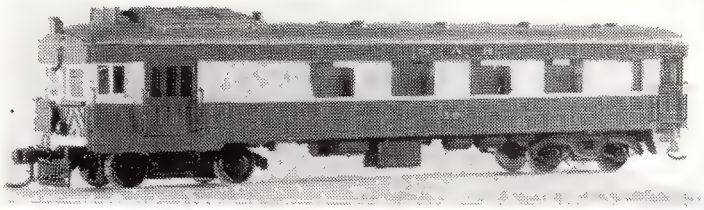

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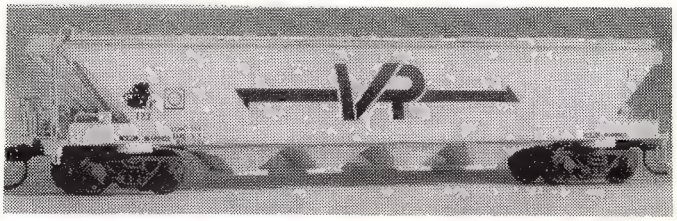

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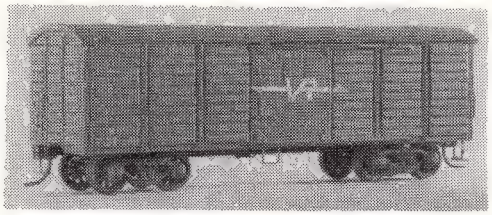

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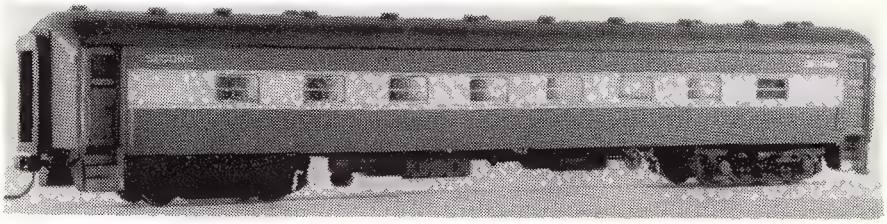

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HOME-COMING-DIALOGUE
TIME: 6pm PLACE: Anytown Australia
PERSONS: One Of Our Customers and Wife

Honey, I'm home!
Hi, Dear. How was your day at the office? Lousy and hectic, nothing went right, traffic home was a mess, and to top it off I got a speeding ticket.
I'm sorry!
What's new here?
Nothing much except there was a package in the mail today for you from Preston's in Germany. It must be my new locomotive; but it can't be. I just sent for it a few days ago. I know these fellows are fast but this is hard to believe. Where is it?
I put it on the workbench next to your Australian Model Railway Magazine that also came today. Hey, honey, it is the new loco! How did they get it here so fast? Come in here and look at that beauty. Just for a second, I'm preparing supper. You're right, it is a beautiful model and I am happy for you. Who would have thought that after a day like this the evening would hold such a pleasant surprise in store for me!
Tell you what, Dear, since you had such a hard day, you go run your trains in the rec-room after supper, and I'll finish those kits that we got from Preston's last time, so your town will get finished, but please don't throw out the newspapers that they used for packing. I always like to look at them; it's kind of interesting to see ads and pictures from another country.
You know, Leo and Edmund at Preston's treat us like friends, with their personal comments on the shipping slips, their little enclosures about Bamberg in the cartons, their using the latest Commemorative postage stamps, and the care that they use in packing.
Right, but I've got to run now or we have to go out to supper which I am sure you don't want to do.
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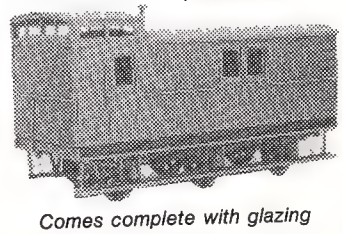

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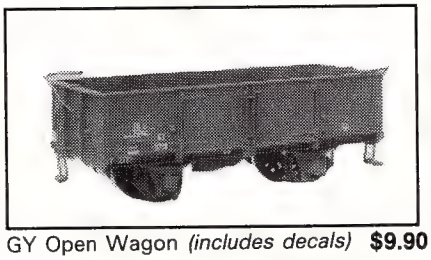

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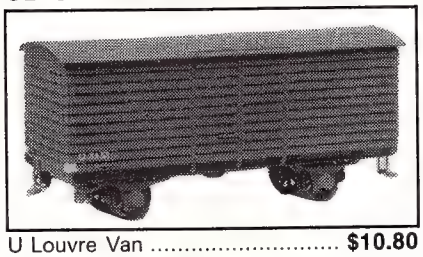

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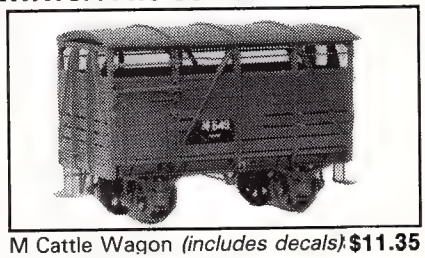

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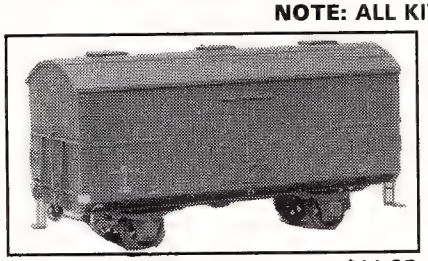

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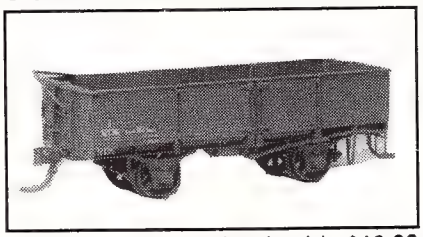

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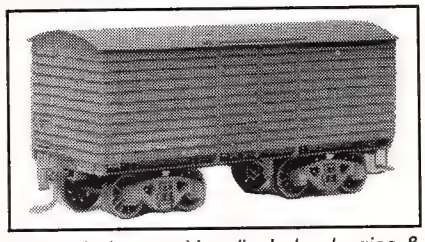

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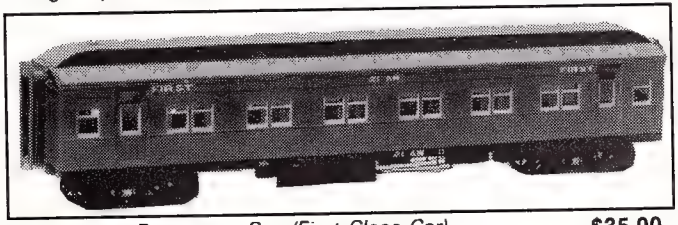

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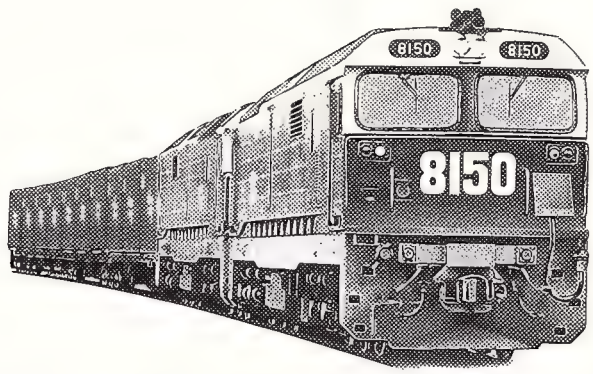

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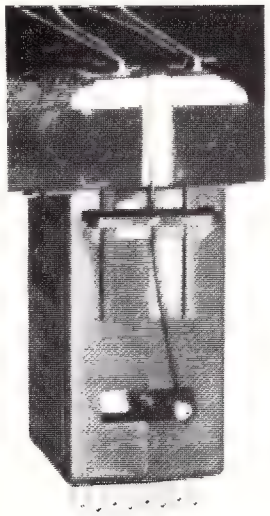

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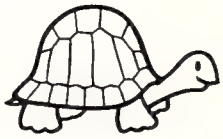

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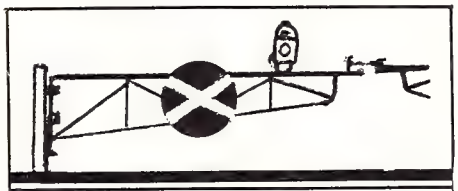

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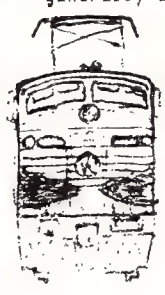

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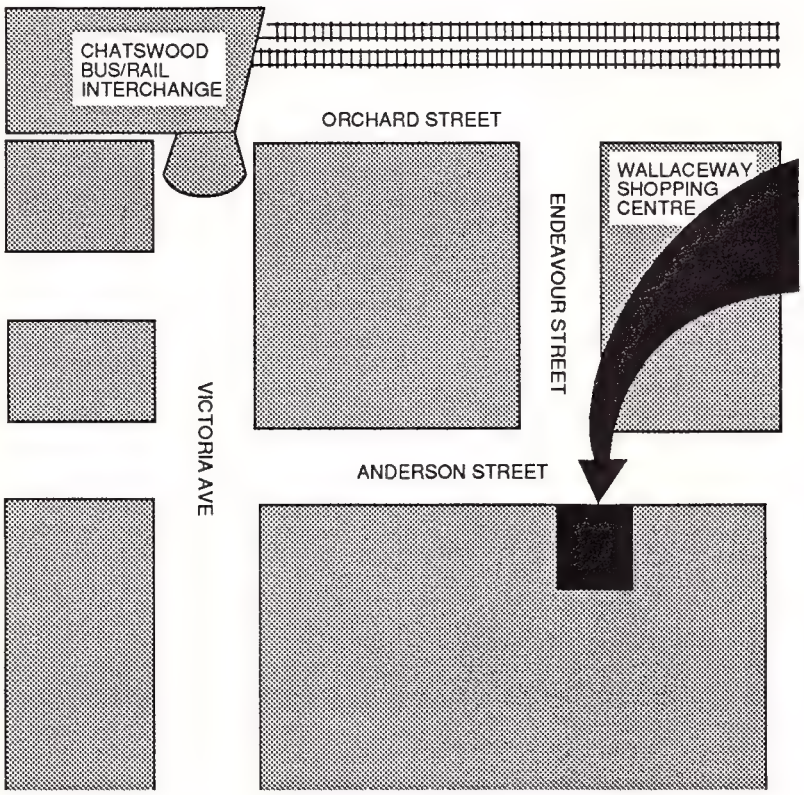


We have moved to a new shop with a new name:-

HOBBIES UNLIMITED
Shop 3,
25 Anderson Street
Chatswood NSW 2067
Phone (02) 412 4238

Suppliers of all your model & train requirements.

Märklin, Arnold, Peco, Faller, Kibri, Testors, Humbrol, Floquil Paints and many more accessories.

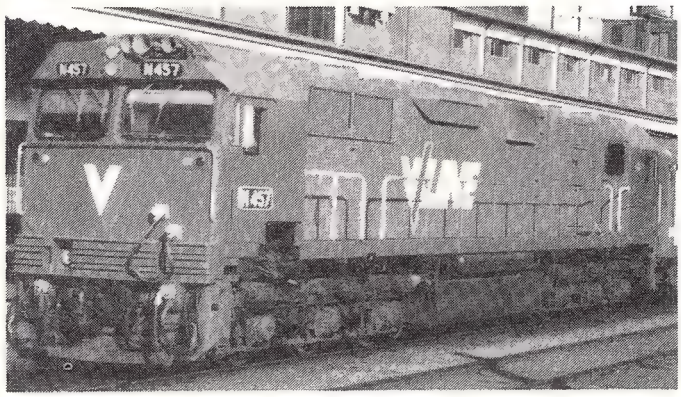
Finescale MODELS

V/Line N Class Diesel

To be released first quarter 1989 in kit form

Manufactured by DJH (UK) for the fastidious modeller.

Among the many features of this superb model are:-



Top quality can motor.

Finely detailed etched brass body with clip on end cabs of fine DJH metal castings.

Detailed to suit the specialist modeller, yet easy enough for the amateur to assemble.

Latest technology used in very functional drive train.

Price:
$399.00 in Kit Form
$120.00 Deposit.

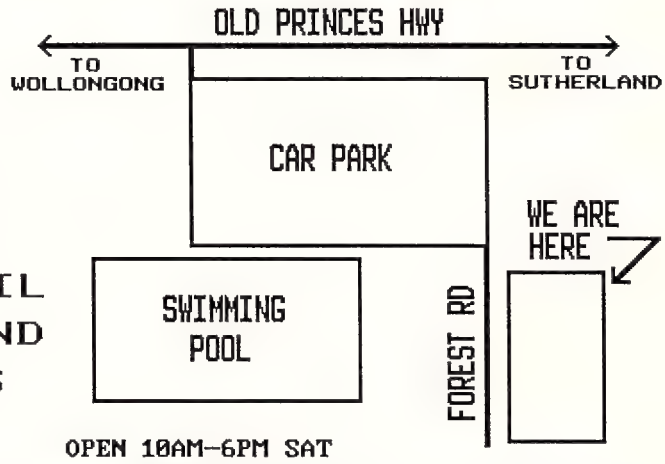
$550.00 Ready to Run
$150.00 Deposit.

Direct Sales and Box Car Hobbies ONLY

The Great Little Train Show

MODEL RAILWAY EXHIBITION
22nd & 23rd APRIL
AT THE SUTHERLAND POLICE CITIZENS YOUTH CLUB

FOREST ROAD SUTHERLAND
1 km NORTH OF TRAMWAY MUSEUM



OPEN 10AM–6PM SAT
10AM–5PM SUN
ADMISSION $2.50 Adult, $1 Child, $6 Family

PRESENTED BY THE SYDNEY N SCALE MODEL RAILWAY CLUB. Details : (02) 521-1792 AH

Five Star Models

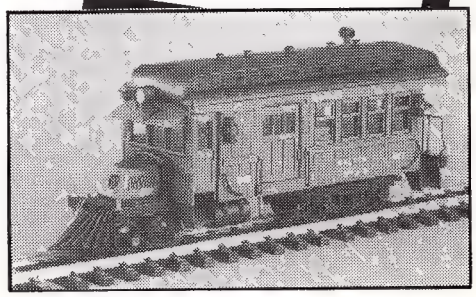
YOUR 'G' BIG TRAIN STATION

THE ONE STOP SHOP FOR ALL LARGE SCALE MODEL RAILWAY SUPPLIES

DELTON LOCOMOTIVE WORKS

EXCLUSIVE DISTRIBUTOR

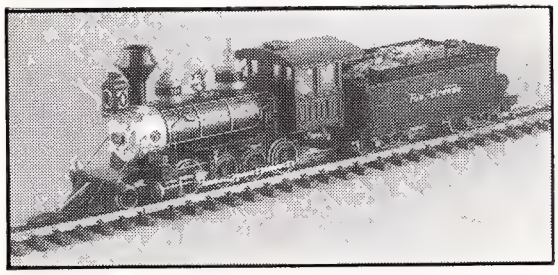
APRIL SPECIAL
DELTON MACK RAIL BUS
$399



MACK RAIL BUS ▲

Carry passengers, freight or baggage in the versatile rail bus! Usually found on branch lines the bus is finished in olive green with a black roof and lettered for the Rio Grande Details include a working headlight, opening doors grab rails, end platform and jeweled marker lights
242-2264

COMING SOON . . . $949



◄ ***DENVER & RIO GRANDE C-16 2-8-0 STEAM LOCO***

Travel along with the Denver & Rio Grande 2-8-0 steam loco as it rockets down the rail! Rolling out of the Colorado mountains, this locomotive will be a real hit on your Large Scale layout The model is finished in black, silver and red and includes a light, tender with load, ringing bell and knuckle couplers.
242-2225

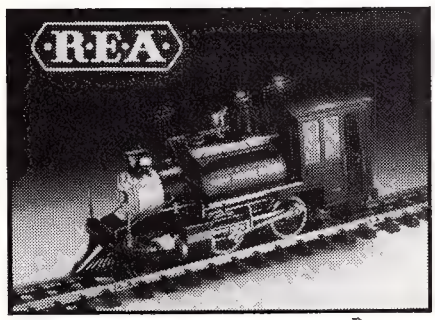
PLUS

RAILWAY EXPRESS AGENCY R.E.A

RAILWAY EXPRESS AGENCY

R·E·A™

COMING SOON IN SIX ROAD NAMES

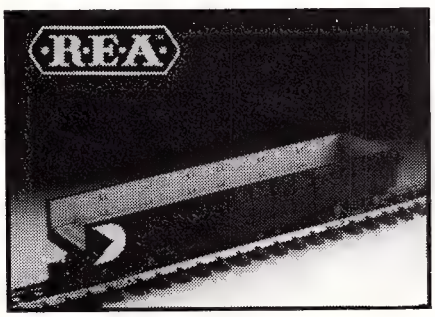


LOCO **$259** LIGHTS, SMOKE & SOUND

BUDGET PRICED #1 GAUGE

DEALER AND DISTRIBUTOR ENQUIRIES INVITED

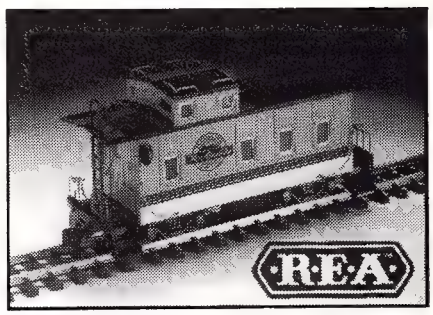
BOX CAR **$119**



GONDOLA **$79**

LGB™ COMPATIBLE PLUS A TRACK SYSTEM AT REALISTIC PRICES

ALSO ARISTOCRAFT (OF THE USA) "G" SCALE STRUCTURE KITS



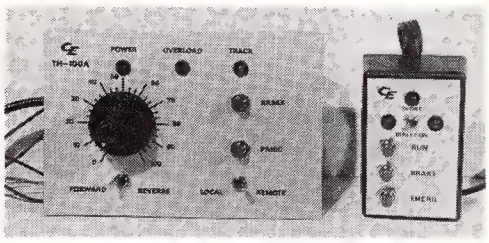
CABOOSE **$219** INTERIOR, LIGHTS & SMOKE

WE CAN SUPPLY DIRECT BUT PLEASE TRY YOUR DEALER FIRST

WE ACCEPT VISA, MASTERCARD AND BANKCARD

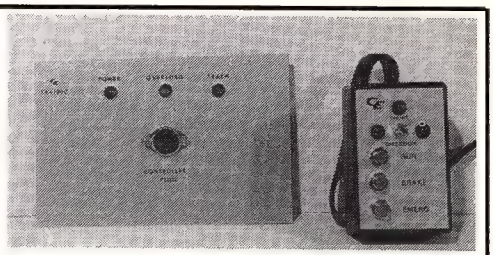
Five Star Models

37 Woodmason Road, Boronia. Victoria 3155 Australia
Phone: ISD 61-3-762 3189 FAX 61-3-762 8807



TH-100A

CATNIP ENTERPRISES PRESENTS



TH-100C

INFRARED REMOTE CONTROL

The TH-100A and TH-100C controllers are now available with an infrared remote control. This is an exciting new innovation in controllers; you can now walk around your layout following your trains and control your loco by just pointing the handpiece at the central control unit, which simply plugs into the socket provided for the walkaround throttle. This controller still has all the features of our popular TH-100A and TH-100C. Features such as very fine speed adjustment enabling you to achieve extremely slow speeds without the hard pulses associated with some controllers. If you already own one of the above controllers this infrared unit is available as a plug-in option with no extra wiring required.

Seeing is believing. So test drive this controller at your nearest retailer.

TH-100A	On the Aluminium front panel is a pot controller for setting a constant speed for an indefinite period of time and control can be taken over at any time by the standard walkaround controller.	**$115.00**
TH-100C	Similar to the above but without the pot control on the front panel	**$99.00**
TH-100A IR	Same as the TH-100A but with an infrared remote control.	**$190.00**
TH-100C IR	Same as the TH-100C but with an infrared remote control.	**$175.00**
TH-100IR	Infrared remote unit which can be added to the standard TH-100A or TH-100C at any time.	**$90.00**

We are considering manufacturing a 5amp controller for O gauge and an infrared controller for Hornby's Zero 1 if there is enough demand.

CATNIP ENTERPRISES Moss Vale Road, Beaumont, 2577
(044) 65-1059

Bergs Hobbies

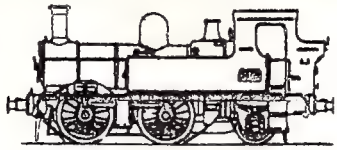
OUR MOVING
As this advertisement is being prepared our move to Macquarie Street has still not been approved by the authorities.

NEW
For our NSWR HO scale customers we are planning a re-run of our popular 48 class brass locomotive from Samhongsa for delivery later this year.
We also carry good stock levels of our White Metal diesel locomotive body kits. They are the 40, 41, 45, 49 and 422 classes. Some can be fitted with high quality mechanisms. Ask for further details.
For the US MODELLER we always have lots of used and pre-loved locomotives in stock.
Also specialising in HOn, On3, Metre gauge and the occasional O scale.

261 CHURCH STREET, PARRAMATTA, 2150
or
97 MACQUARIE STREET, PARRAMATTA, 2150

Phone
(02) 635 8618

TRAIN TRADER



15 WATERLOO STREET
NARRABEEN 2101
Phone (02) 913 1362

Arnold Locos N Scale

2468	Elec. Crocodile Brown	New	($331.00)	$291.00
2065	Diesel Shunter DB	New	($96.50)	$85.00
2511	Steam 2-8-2 ° With Smoke DB	New	($321.00)	$282.00
2221	Steam 0-6-0 Black DB	New	($79.00)	$69.00
2223	Steam 0-6-0 Tender DB	New	($135.00)	$119.00
2542	Steam 4-6-2 Rhinegold	New	($336.00)	$295.00

Arnold Rollingstock N Scale

0158	Special Edition Set Beer Wagons	New	($197.00)	$173.00
0142	Whinegold Set 5 coaches	New	($282.00)	$248.00

Have you seen the Arnold pre-built buildings, hand-painted from **$27.30?**

Accessories, etc.

Marklin HO	7268	Bridge ramp	($11.70)	$9.95
Marklin HO	7269	Curved ramp	($14.00)	$12.00
Marklin HO	7267	Curved ramp	($12.50)	$10.50
	7569	Curved ramp	($14.00)	$12.30
	7263	Bridge	($29.65)	$26.00
Rail Scene	598	2 sided street clock		$8.95
	495	Brass lamps (3)		$8.95
	499/595	Lamp posts (3)		$8.95
	596	Brass traffic signals (2)		$12.50
	6628	Track tester (very useful)		$3.95
Tunnels imported nicely finished (medium)				$12.95
Tunnels imported nicely finished (large)				$15.95
Globe & socket sets				10 for $9.95 or $1.20 ea.

Fleischmann HO Locos

4139	Steam 2-8-2 DR Black	New	($347.00)	$312.00
4156	Steam 2-8-0 DR Black	New	($271.00)	$244.00
4160	Steam 4-6-0 ° DB Black	New	($252.00)	$227.00
4174	Steam 2-10-0 DR Black	New	($309.00)	$278.00
4028	Steam 0-6-0 Tank Black Mint	S/H	($186.00)	$166.00
4020	Steam 0-6-0 Tank DR Black	New	($165.00)	$149.00
4028	Steam 0-6-0 Tank Car (Rack)	New	($186.00)	$167.00
4016	Steam 2-4-0 Tank DB Mint	S/H	($185.00)	$148.00
4010	Steam 0-6-0 Tank DR Black	New	($177.00)	$159.00
4203	Diesel Shunter Red	New	($74.00)	$67.00
4350	Elec. Bo Bo DB Beige Red	S/H	Mint	$115.00
4330	Elec. Bo Bo DB E44 Green	S/H	($231.00)	$169.00
1347T	Elec. Bo Bo DB About 1962	S/H		$115.00
	Model Beige Red			
1142	Elec. Bo Bo SBB Beige Red	S/H		$110.00
4338	Elec. Bo Bo DB Beige Blue	S/H		$110.00
1142	Elec. Bo Bo SBB Beige Red	S/H		$110.00
4338	Elec. Bo Bo DB Beige Blue	S/H		$110.00
1142	Elec. Bo Bo SBB Beige Red	S/H		$110.00
4338	Elec. Bo Bo DB Beige Blue	S/H		$110.00
4111	Steam 0-4-0 Tender (Old Model)	S/H	Mint	$95.00
1367	Steam 2-8-2 Tender Black	S/H	V/G	$195.00
	Union Pacific rare model all metal			
1366	Steam 4-6-2 Penn. USA	S/H	V/G	$275.00
	About 1960 Collector's item			
1315	Steam 0-6-0 Tank about 1959	S/H	V/G	$125.00
	Collector's item die cast			
1320.2	Steam 0-6-0 Tank about 19	S/H	V/G	$115.00
	2 only Collector's items die cast			
1340R	Diesel Bo Bo USA about 1959	S/H	V/G	$400.00
	Very rare Collector's item			
1341	Diesel Bo Bo USA about 1960	S/H		$170.00
	Collector's item (Union Pacific)			
4080	Steam 2-8-4 DB Die Cast 1969	S/H		$140.00
1361	Steam 4-6-2 Die Cast Black DB	S/H	V/G	$149.00
4885	Old Prussian S/Loco & 4 coaches	New	($499.00)	$449.00
	Limited Edition			
4460	Ice Train Set	New	($366.00)	$329.00

Fleischmann Rollingstock N Scale

8845	Limited Edition Wagon	Olex	New	$21.00
8846	Limited Edition Wagon	DAPG	New	$21.00
8848	Limited Edition Wagon	Dapolin	New	$21.00
8121	Pass. Coach DB Mint	S/H	($29.00)	$22.00
8163	Pass. Coach DB Mint	S/H	($32.00)	$24.00
8286	Stake Wagon Mint	S/H	($28.00)	$20.00
8299	Cable Wagon	S/H		$25.00
8389	Bauknecht Wagon	S/H		$19.00

Fleischmann Locos N Scale

7031	Steam 2-6-0 Tank Black	S/H	($125.00)	$69.00
7218	Diesel Shunter	New	($81.00)	$72.00
7065	Steam 2-8-4 Tank DB Black	New	($186.00)	$168.00
7333	Elec. Bo Bo DB V/G	S/H	($166.00)	$79.00
7350	Elec. Bo Bo DB Mint	S/H	($174.00)	$131.00

Fleischmann Locos N Scale Cont.

7000	Steam 0-4-0 Tank Black	New	($77.00)	$69.00
7884	Set Special Edition	New	($302.00)	$272.00
	Prussian Loco & 6 Wagons			
7381	Elec. Co Co DB Mint	S/H	($182.00)	$128.00

Graham Farish Locos N Scale

	Steam 4-6-0 Merehall	S/H	($160.00)	$120.00
1201	Steam 4-4-0 LMS Maroon	S/H	($160.00)	$110.00
1447	Steam 4-6-0 Monmouth Castle	S/H	($160.00)	$120.00
8426	Diesel Co Co West Courier	S/H	($160.00)	$110.00
1902	Steam 2-8-0 LNER	S/H	($160.00)	$120.00
1809	Black Five Motorised Chassis	S/H		$85.00
	'Bargain'			
	Steam Loco Kit by Skytrex (Garratt) as is			$13.00
9506	Church Building Kit, as new			$8.50

Lima HO Locos

3003	Steam 2-8-2 DB Black – As New		($155.00)	$79.00
	Diesel Bo Bo Vigo DB Red	Mint	S/H	$49.00
	Elec. Co Co SNCF Silver-Red	Mint	S/H	$59.00
	Elec. Co Co DB Blue 151 Class	Mint	S/H	$59.00
	Elec. Bo Bo DB Blue 111 Class	Mint	S/H	$59.00
	Elec. Co Co DB Beige Red 103 Class	Mint	S/H	$59.00
208049	Diesel Co Co Aust. 4479	New	Special	$49.00
208043	Diesel Co Co Aust. S302	New	Special	$49.00
8024	Elec. Co Co Blue-Yellow	S/H	Mint	$59.00
205106	Elec. Co Co BR Fife Blue	S/H	Mint	$59.00
	Diesel Bo Bo Brown-Yellow	S/H	Mint	$42.00
	Elec. Rail Car SSB Green	Mint	S/H	$38.00
9125	Elec. Rail Car Set – DB Red			$49.00
8037	Elec. Rail Car Set – As New			$69.00

Marklin HO Locos

3312	Steam 2-6-2 Conv. to Digital Green	New	($400.00)	$320.00
3312	Steam 2-6-2 Tank Green	New	($283.00)	$249.00
3106	Steam 4-6-4 Tank Black	New	($250.00)	$220.00
3308	Steam 2-10-2 Tank Conv-Digital	New	($464.00)	$348.00
3309	Steam 2-10-2 Tank Conv-Digital	New	($501.00)	$376.00
3092	Steam 14-6-2 KBSB Green	New	($250.00)	$220.00
3604	Steam 0-6-0 Tank Digital Black	New	($298.00)	$250.00
3696	Steam 2-8-2 Tank Digital Black	New	($318.00)	$254.00
3311	Steam 4-6-2 All metal 5 pole *Motor Blue*	New	($615.00)	$516.00
3313	Steam 2-6-2 Tank DB Black	New	($290.00)	$232.00
3032	Steam 0-8-0 Tank Die Cast *Collector's Item 1959*	Mint	S/H	$159.00
3090	Steam 0-6-0 Tank Black DLVM	New	($90.00)	$75.00
3003	Steam 2-6-0 DB Black Tender	S/H	($152.00)	$75.00
3032	Steam 0-8-0 Tank Die Cast	V/G	S/H	$145.00
3087	Steam 0-6-0 Tank Black	S/H	($82.00)	$45.00
3090	Steam 0-6-0 Tank Black DLVM	S/H	($90.00)	$49.00
3000	Steam 0-6-0 Tank DB Black	New	($90.00)	$75.00
3087	Steam 0-6-0 Tank Green	S/H	($82.00)	$49.00
3090	Steam 0-6-0 Tank Black	S/H	($90.00)	$45.00
3065	Diesel Shunter DB Red V/G	S/H	($175.00)	$90.00
3665	Diesel Shunter DB Red Digital	New	($236.00)	$198.00
3672	Diesel Bo Bo DB Red Digital	New	($232.00)	$195.00
3147	Diesel Bo Bo DB Blue	New	($166.00)	$139.00
3141	Diesel Shunter DB Blue Conv-Digital	New	($278.00)	$208.00
3680	Diesel Shunter DB Maroon Digital	New	($298.00)	$250.00
3021	Diesel Bo Bo DB Maroon	S/H	($161.00)	$85.00
3652	Elec. Crocodile Die Cast Brown	New	($491.00)	$440.00
	Collector's Item, now out of production			
3056	Elec. Crocodile Green	New	($491.00)	$432.00
	Collector's Item Conv to Digital, now out of production			
3153	Elec. Bo Bo DB Beige Red Mint	S/H	($240.00)	$197.00
3125	Elec. Rail Car SSB	New	($331.00)	$278.00
3125	Elec. Rail Car SSB	Mint	S/H	$250.00
3054	Elec. Co Co DB Beige Red	V/G	S/H	$140.00
3053	Elec. Co Co DB Beige Red	V/G	S/H	$160.00
3038	Elec. Bo Bo SNCF Turquoise		S/H	$125.00
3043	Elec. Bo Bo SJ Orange		S/H	$95.00
3000	Steam 0-6-0 Sev. to choose from	S/H	from	$25.00
3058	Elec. Co Co DB Beige Blue	Mint	S/H	$157.00
3322	Elec. Small DB Crocodile	New	($272.00)	$239.00

Marklin Sets and Special Editions

4788	ETRA Special Edition	New	New	$125.00
	3 Tanker Wagons Set			
4488	Special 50th Anniv. SNCF	New	($67.00)	$58.00
2861	Sugar Beet Set	New	($281.00)	$247.00
	Diesel Loco & 5 wagons			
2602	Digital Starter Set Special	New	($1195.00)	$999.00
2862	Demonstration DB Set	New	($441.00)	$388.00
	Now out of production, Collector's Item			
2882	Rhinegold 5 Coach Set	New	($499.00)	$439.00
	All Metal, Collector's Item			
2954	Starter Set, incl. Trans.	New	($247.00)	$217.00
	Goods Train, Large Oval Points etc.			
2903	Starter Set Pass. incl. Transfer		($135.00)	$121.00

Turntables and Traverse Tables, Cranes

Marklin (HO) 7186 Turntable	New	($326.00)	$287.00
Marklin (HO) 7294 Traverse Table	New	($295.00)	$259.00
Marklin (HO) 7295 T/T Catenary Set	New	($33.00)	$29.00
Marklin (HO) 7051 Crane	New	($242.00)	$213.00
Fleischmann 6152 (D/C) HO Turntable	New	($300.00)	$269.00
Fleischmann 6652 (A/C) HO Turntable	New	($329.00)	$296.00
Fleischmann 9152 D/C N Turntable	New	($250.00)	$225.00
Fleischmann 9150 D/C N Manual	New		$49.00
Hornby R414 Turntable	S/H	($120.00)	$89.00

Noch Pre-Formed Layouts

For that professional touch, use a Noch Layout

'Altmuhl'	HO	($413.00)	$372.00
Mittenwald	HO	($669.00)	$599.00
Stauffen	N	($173.00)	$157.00
Kufstein	N-Z	($257.00)	$232.00
Engadin	HO	($1087.00)	$956.00
Silvretta	HO	($1087.00)	$956.00
Cortina	Z	($198.00)	$178.00

Ask for details and illustrations
Noch Catalogue $8.00 posted.

Piko Locos HO

5/6327	Steam 4-6-2 DR Black	S/H		$99.00
Set	Steam 2-8-2 Loco Tank and *2 Pass Coaches Green*	S/H	($160.00)	$90.00
	Steam 2-6-2 DR Tank Black	S/H		$95.00
5/6326	Steam 2-8-2 DR BR41 Black	S/H		$125.00
	Diesel Co Co Czech Red		S/H	$79.00
SVT137	Rail Car Set 3 Pieces Mauve	S/H	Mint	$99.00
EM14	Rail Car Set 2 Pieces Beige	S/H	Mint	$79.00
	Both Rail Car Sets fitted with interior lights			

Roco HO Rollingstock

46034	Open Wagon	S/H	Mint	$7.00
4324	Schwenk Cement Wagon	S/H	Mint	$12.00
4394A	DB Telescope Wagon	S/H	Mint	$15.00
4203B	Thunderbox	S/H	Mint	$15.00
44306	FS Orange Coach	S/H	Mint	$19.00
46436	FS Orange Coach	S/H	Mint	$19.00
4236D	SSB Orange Coach	S/H	Mint	$19.00
44302	OBB Orange Coach	S/H	Mint	$19.00
44483	OBB Orange Cream	S/H	Mint	$20.00
4242	DB Blue Cream	S/H	Mint	$20.00
4262	DB Post (2 only)	S/H	Mint	$20.00
4258	DB Baggage	S/H	Mint	$20.00
4273	DB Red Cream	S/H	Mint	$20.00
4259	DB Baggage	S/H	Mint	$20.00
4329	DR	S/H	Mint	$19.00
4208	DR Platform Coach	S/H	Mint	$15.00
46036	Oven Wagon	S/H	Mint	$7.00
4380	VTG Ferry Wagon	S/H	Mint	$15.00
4269	Mitropa Coach	S/H	Mint	$15.00
46122	DR Dual Closed Wagon	S/H	Mint	$19.00

Roco HO Locos

43205	Steam 2-10-0 OBB BR658 Black	S/H	($237.00)	$165.00
43215	Steam SNCF 230-G Black Mint	S/H	($249.00)	$155.00
43205	Steam 2-10-0 DR 58 Black Mint	S/H	($237.00)	$155.00
43258	Steam 0-4-0 The Glass Box-Unique	New	($169.000	$144.00
43538	Elec. Crocodile Green	New	($375.00)	330.00
43484	Elec. Co Co OBB Green	New	($208.00)	$183.00
43414	Elec. Bo Bo DB Beige Blue	S/H	($140.00)	$98.00
43404	Elec. Bo Bo E44 Green	S/H	Mint	$85.00
43450	Diesel Bo Bo V215 Beige Blue	S/H	Mint	$85.00
43459	Diesel Bo Bo BR290 Beige Blue	S/H	Mint	$80.00

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SL-90XX Double Slip Point	($49.50)	$44.50
SL-91XX RH 2ft Radius Point	($13.75)	$12.35
SL-93XX Short Crossing	($12.95)	$11.65
SL-94XX Long Crossing	($14.75)	$13.25
SL-95XX RH 3ft Radius Point	($15.95)	$14.35
SL-96XX LH 3ft Radius Point	($15.95)	$14.35
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SL-98XX Long Y Point	($15.95)	$14.35
SL-99XX 3 Way Point	($37.95)	$34.15
SL-10X Metal Rail Joiners Pkt	($2.60)	$2.35
SL-11 Plastic Rail Joiners Pkt	($2.60)	$2.35

Peco Electrics – All New

PL-10 Point Motor	($6.95)	$6.25
PL-12 Adaptor Base	($2.35)	$2.10
PL-13 Accessory Switch	($3.75)	$3.35
PL-40 Wheel Brush & Scraper	($8.95)	$8.00
PL-41 Track Cleaning Block	($3.15)	$2.85

AR Kits – All New

BDX Open Wagon	($15.30)	$13.75
CCX Coil Steel Wagon	($15.30)	$13.75
MLE Flat Wagon	($15.30)	$13.75
BCH Coal Hopper	($15.30)	$13.75
CH Coal Hopper	($15.30)	$13.75
WHX Wheat Hopper	($15.30)	$13.75
FWH Wheat Hopper	($15.30)	$13.75
GLX Louvre Van	($15.30)	$13.75
CFX Wagon with 2 Containers	($19.75)	$17.75

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P010	81 Class Freight	New	($220.00)	$198.00
P010NT	81 Freight (No Transf.)	New	($195.00)	$175.00
P011	81 Class Passenger	New	($235.00)	$211.00
P011NT	81 Pass. (No Transf.)	New	($299.00)	$269.00
P012NT	81 Pass/Frt (No Transf.)	New	($274.00)	

Powerline Australian Collection – New

P150	Tuscan & Russet Coach Pack	($99.95)	$89.00
P151	Tuscan Coach Pack	($99.95)	$89.00
P152	Candy Coach Pack	($99.95)	$89.00
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Powerline Locomotives – New

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P201	SRA 81 Class – powered		($110.00)	$99.00
P202	SRA 81 (Dual Motor) 8175 or 8169		($130.00)	$117.00
P203	SRA 81 Class Powered	Dummy	($190.00)	$171.00
P205	SRA 81 Class Powered	Powered	($198.00)	$178.00

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P421	BS Coach Tuscan	($25.95)	$23.00
P422	BSR Buffet Coach Tuscan	($25.95)	$23.00
P423	MHO Pass. Brk. Tuscan	($29.95)	$23.00
P424	KB Mail Van Tuscan	($25.95)	$23.00
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P443	MHO Pass. Brk. Candy	($29.95)	$27.00
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P611	BHP Hopper	($8.95) $8.00
P620	Trackfast Container Wagon	($9.95) $9.00
P624	Race Container Wagon	($9.95) $9.00
O625	ANR Container Wagon	($9.95) $9.00
P630	Neptune Tanker	($12.95) $12.00
P631	Golden Fleece Tanker	($12.95) $12.00
P640	Esso Tanker	($12.95) $12.00
P641	Caltex Tanker	($12.95) $12.00
P650	Shell Tanker	($12.95) $12.00
P651	Ampol Tanker	($12.95) $12.00
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RAILWAY ENTHUSIASTS (model and real) tour of UK Sept. '89. Visiting over 25 railway centres of historical & modern interest. Approx $3995, many extras incl.; send for itinerary. Peter Slough, 33 Pacific Drive, Swansea Heads, 2281. Ph. (049) 71 3252.

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HO SCALE brass locos and rollingstock, mainly NYC PRR CO NW prototypes. Reasonable prices – send SAE for list. Riley, 16 Wisteria Cres., Cherrybrook, 2120. RIVAROSSI Electrically operated turntable HO scale with manual & controller – $100.00 ONO. Phone (052) 43 3660.

AMERICAN N GAUGE ICL crane & locomotives, passenger cars and 10 wagons (approx.), accessories – $250 ONO. Phone J. Roberts (02) 726 0672 after 5pm.

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GENUINE COLLECTOR seeks top quality items of G&R Wrenn Model Railways, Hornby Dublo 2&3 Rail, and Dublo Dinky Cars & Trucks. Single items, Sets, Track, Accessories, Catalogues, Leaflets or whole Collections purchased. Some special wants with Minimum price for Mint Boxed items are: Wrenn Royal Scot 'RAF' (BR Blue) – $250, Hornby Dublo Super Detail Maroon Restaurant Coach – $200, any Dublo Dinky – $35-$100, any early Wrenn Train Set in original box – $200. Are these items out there? I'm offering equal or better than top English prices! Please don't hesitate to ring me with anything of interest. Phone Jim on (02) 412 3263 at W/Ends OR after 7.30pm M-F.

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NSW BLH (NHLA) Limestone Hopper	103	$16.25	203 $12.50
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If you come down on Saturday morning, why not pop into Platform One and have a look at our extensive range of RTR, kits and scratchbuilding items. We will be open to 1.00pm, or until the last customer leaves.

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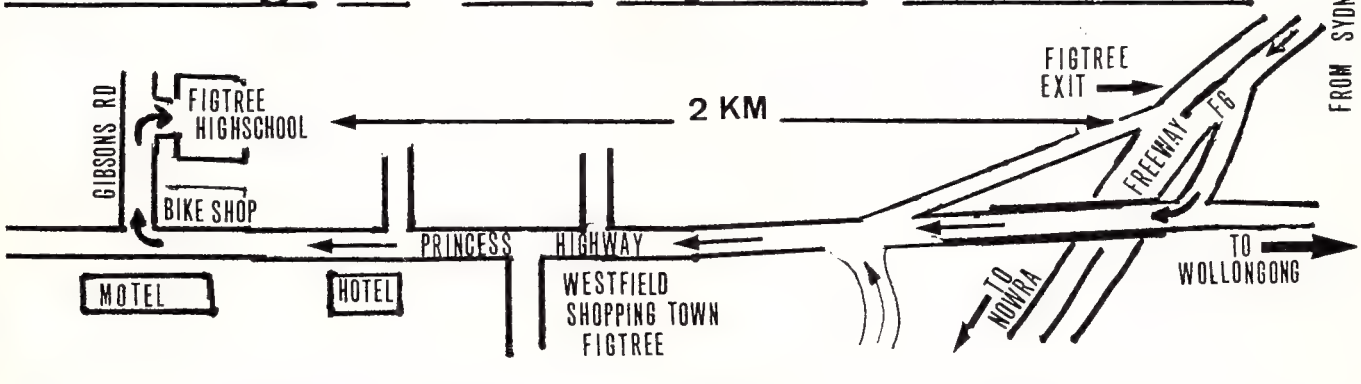

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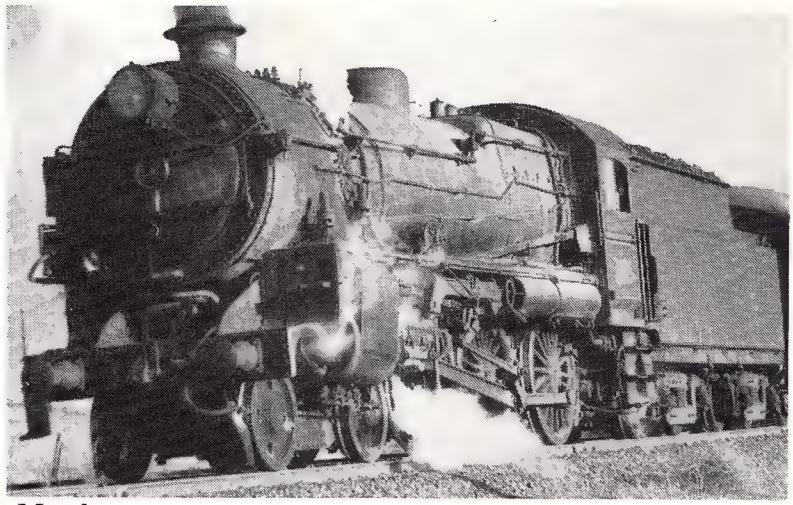

Due March

The NSWGR 36 Class Kit in white metal.

This kit will include a one-piece boiler and firebox with a separate smokebox, a one-piece footplate plus the chimney, steam dome and air tanks as white metal castings.
The small fittings (e.g. compressor, safety valves, check valves etc.) will be lost wax castings.
The tender will be an etched brass wrap-around tank and coal bunker with white metal top and bottom.
The buffers will be sprung.
The model will be powered by a Mashima motor and a NWSL gearbox.
There are many other features too numerous to mention and this can be yours for the price of **$345.00** which includes postage. **Order now!**

A Deposit of $50.00 Required.

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Will feature a 6 axle drive mechanism powered by a powerful Mashima motor. This will fit in a die cast chassis to give the model rigidity and good pulling power. The body will be a moulded one piece body and will be available with two cabs, one for NSW and one for the ANR 600 Class. The 45 Class will initially be sold in the red terror paint scheme, complete with various numbers printed on the body. It will also be available undecorated. The other paint schemes will follow in a short time; these will include the Indian red and chrome, reverse scheme and candy scheme for NSW. For the ANR modellers, the model will be sold at a later date with a new cab and dynamic grills on the short end and painted in the mustard pot scheme, as they ran in NSW. If there is enough interest, we may paint them in the other liveries.

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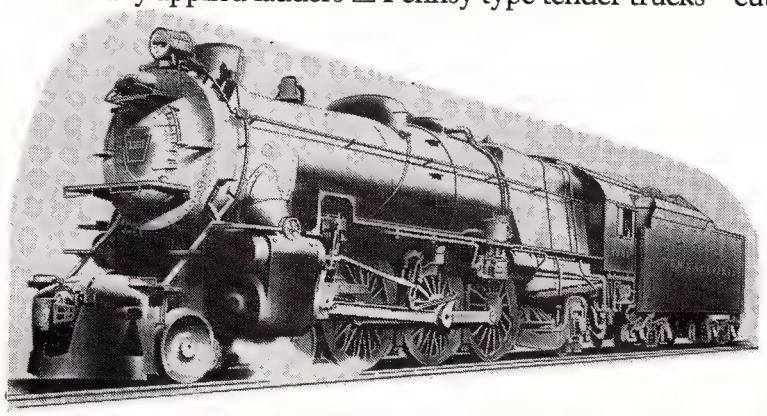
EMD DEMO	5639
READING	5513
READING	5520
GREAT NORTHERN	3000
GREAT NORTHERN	3016
CSX	4209
CSX	4223

FEATURING: ☐ State of the art skew-wound can motor ☐ Full diecast chassis ☐ Dual flywheels ☐ Diode directional lighting ☐ Body mounted couplers compatible with all popular couplers ☐ Prototypically accurate – Blumberg sideframes with separately applied air cylinders ☐ Windshield wipers ☐ Authentic color schemes ☐ All-metal wheels ☐ Detailed interior

ARRIVING IN FEBRUARY 1989

VELVET SMOOTH PERFORMANCE
NEW! HO Pennsy K-4 Pacific from Spectrum!

FEATURING: ☐ State of the art skew-wound can motor ☐ Reduction gear box ☐ Operating headlights ☐ All-metal wheels ☐ Diecast chassis ☐ Full cab interior ☐ All-metal detailed valve gear and side rods ☐ Body mounted couplers compatible with all popular couplers ☐ Tender with scaled water scoop and individually applied ladders ☐ Pennsy type tender trucks – cut levers



Spectrum's Pennsy K-4 Pacific is a finely detailed scale model reproduced from the actual prototype loco.

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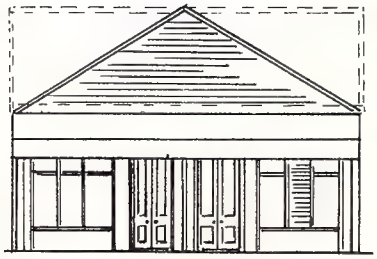
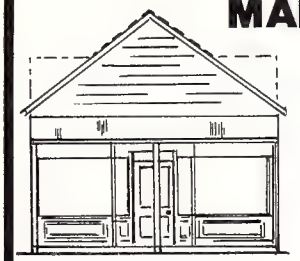


MARCH RELEASES $10.95 ea.



V-7 SHOP (Left)
An older style single fronted shop with a bullnosed corrugated awning. The model is approx. 70mm x 130mm x 70mm. The broken line shows the outline of the optional false front.

V-8 A PAIR of SHOPS (Above)
An old style pair of shops as found in many parts of the land. Approx. 100mm x 115mm the broken lines show the outline of the optional false front supplied in the kit.

The above kits are printed in four colours, having a grey (galvanised) roof, yellow ochre walls, dark brown and greenish grey trim.

Prices shown are recommended retail prices only.

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".... I've enjoyed making up the V-1 & V-2 kits ....."
G.T. 24/11/88

"....Just a few lines in praise of your cardboard kits. I have purchased all four..... My mate and I are looking forward to your next offering....."
R.Mc. 2/11/88

"this is just to let you know that I find your Road Sign Series absolutely first class....."
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NEW VIDEOS

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Narrow Rails Still Shine.....56 mins $49.95
This superb broadcast quality tape features the now famous Durango and Silverton Railway. History, interviews and train ride. A beautifully fully restored and operational narrow guage line. (Railway Productions).

Pennslyvania Shortlines.....45 mins $44.95
Featuring eight preserved and operational scenic shortlines. Wide variety of rolling stock. Great in cab and runby shots. Interesting narration. (Kauffman Creative Services).

CANADA

Continental Divide A Winters Journey.60 mins $49.95
A great trip with Canada's 'VIA RAIL,' over the Continental Divide and the Rockies during the Winter, headed by a FP9 diesel. Excellent informative commentary with outstanding scenery. (Wild Rose Productions).

SD40-2's in the Canadian Rockies.....42 mins $44.95
For those who relish the power of mighty diesels hauling long freight trains, this video is for you. Extremely informative technical narration. Terrific scenery from inside and outside of these mighty machines as they tackle grades of 2.4 percent. (Wild Rose Productions).

FINLAND

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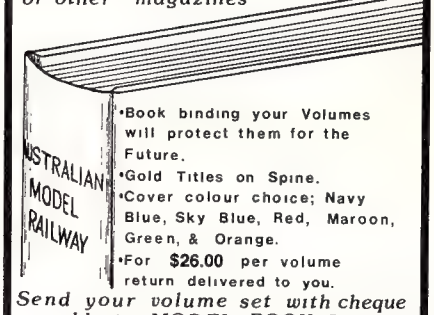

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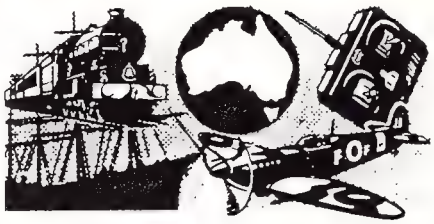

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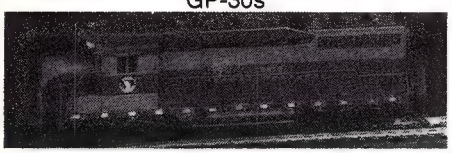

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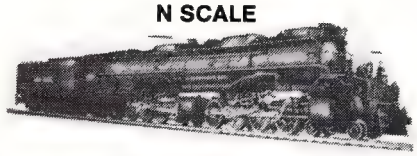

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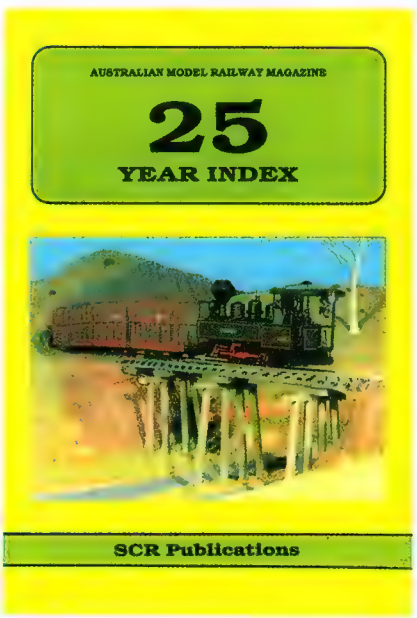

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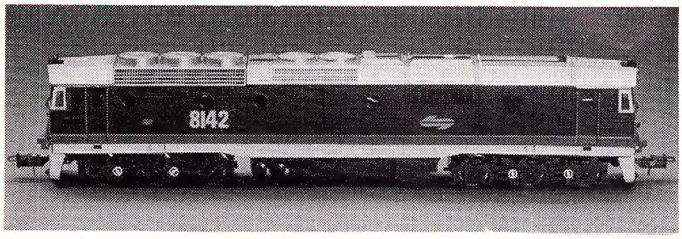

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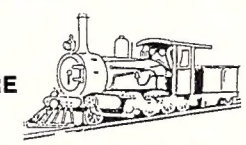

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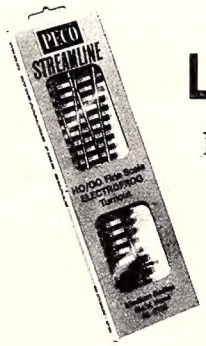

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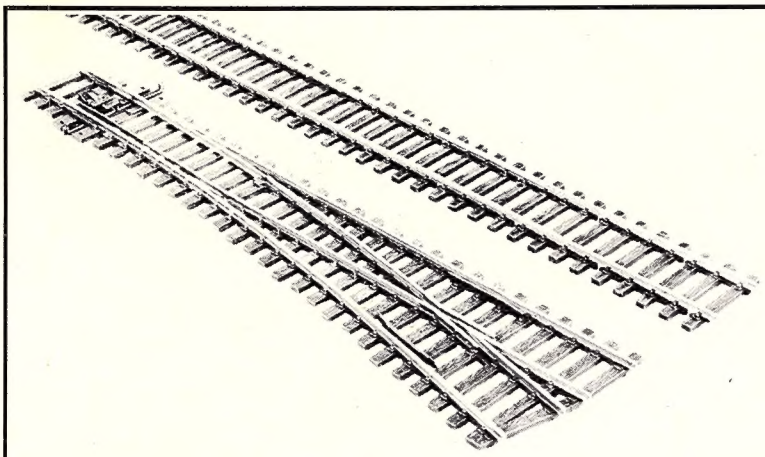

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